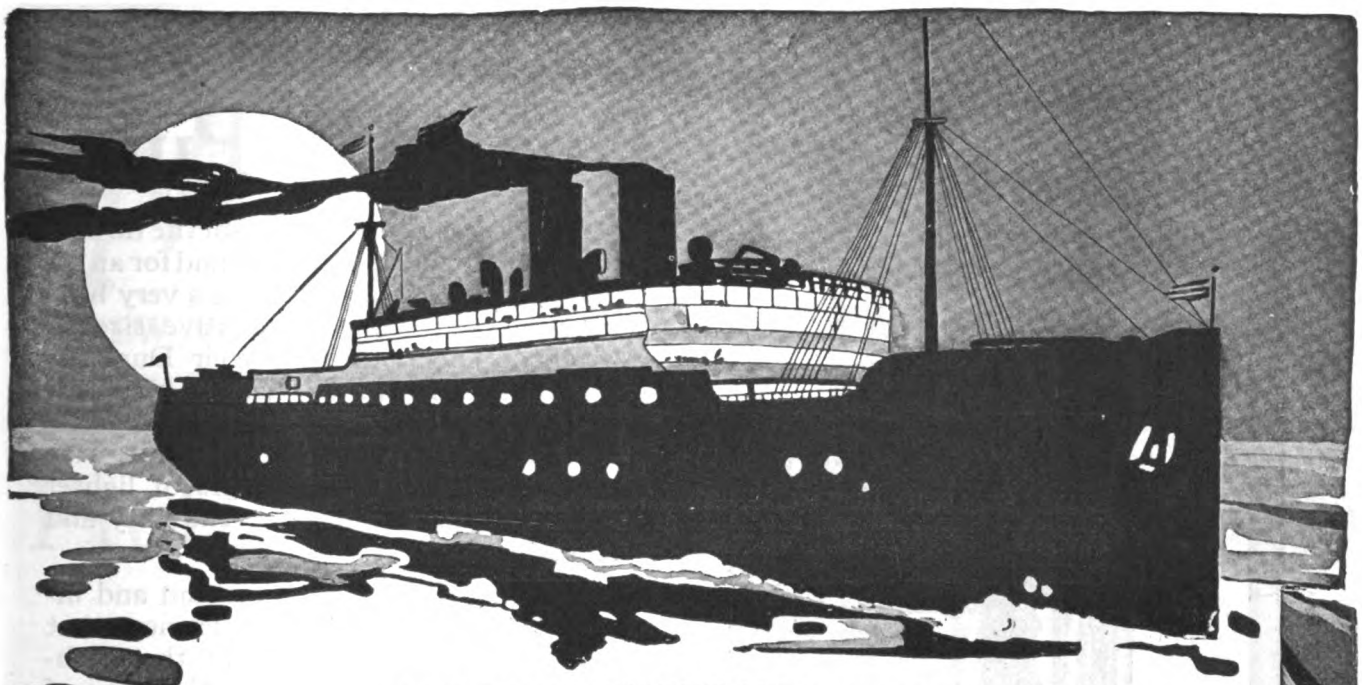

NEW YORK—CLEVELAND—LONDON

Marine Review

THE BUSINESS OF TRANSPORTATION BY WATER

Vol. 52 JULY, 1922 No. 7

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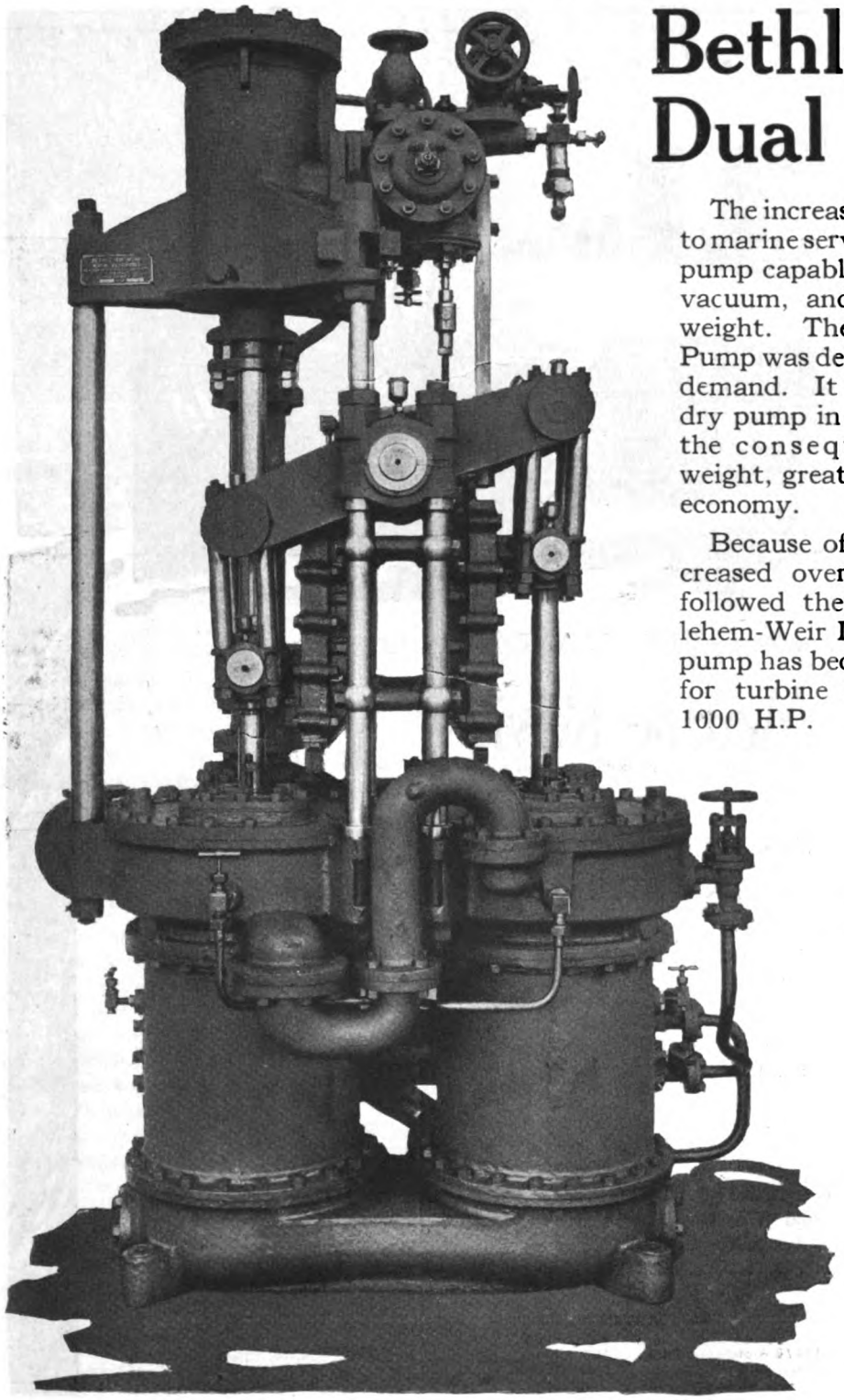

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Shipbuilding Ship operation Ship maintenance

Marine Review

NEW YORK CLEVELAND LONDON

VOL. 52 JULY, 1922 No. 7

Probable Trend of Diesel Design

Impending Revolution in Motive Power as Viewed by Ship Operators — Engines Must Be Simplified

BY ROBERT EDWARDS ANNIN

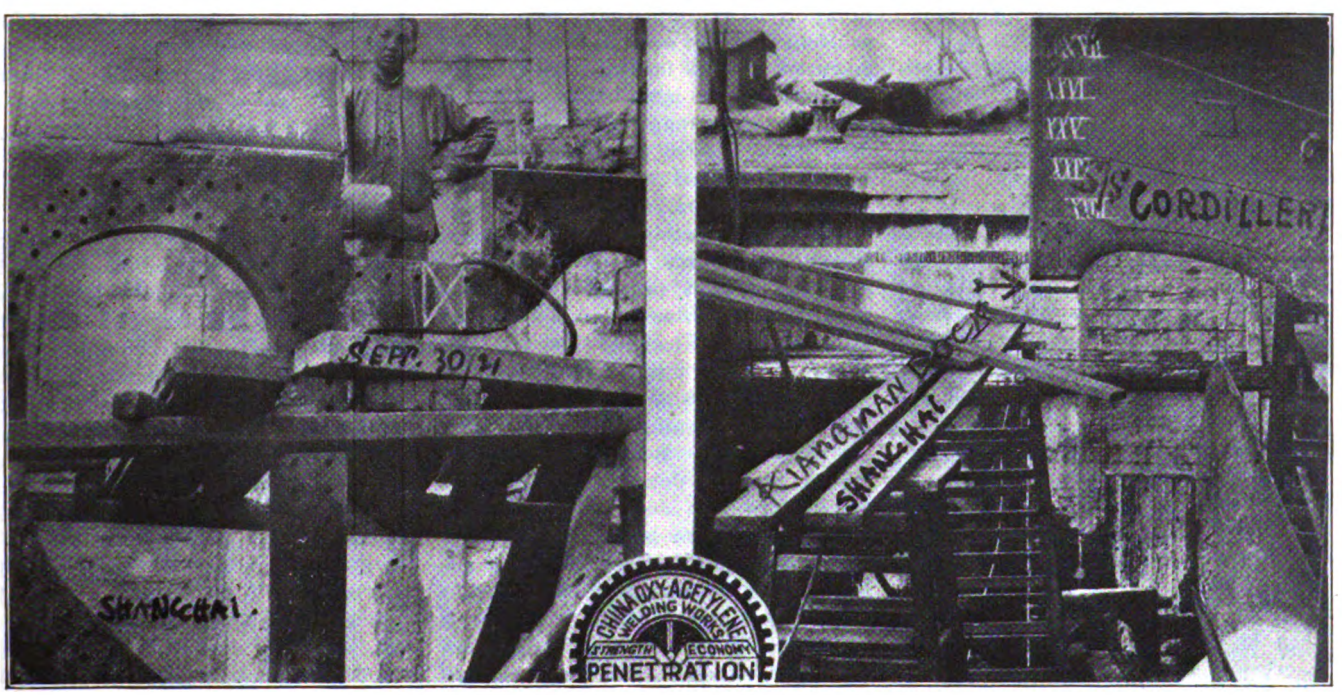
THE "natural energies" available for industrial use as power are three, technically classed as pneumatic, hydraulic, and caloric—in other words wind, water, and fire. Electricity, as industrially used, can hardly be classed as a natural power, since it is now artificially produced by one of the three energies named above.

So far as the propulsion of ships is concerned, wind has apparently had its day, and sails seem to be permanently relegated to a very minor role. The obstacles to the direct use of hydraulic power for this purpose are obvious and in the meantime the engineering genius of the world concentrates on the economical transmission of heat energy—which means in a word the cheap utilization of fuel.

In view of the relative costs of oil and coal bunkers, and the evident advantages of the former, it is certain that, for some time to come, oil will not only maintain the commanding position which it has now achieved, but that advances will be made in its efficient and economical use, compared with which its past progress may appear insignificant.

The promise of such future progress lies in the further development of the internal combustion engine. The demonstrated merits of this type have been widely advertised and the resultant increase of use among the nations of greatest maritime experience is significant.

The chief advantage of the motorship



CHINESE REPAIR SHIPS WITH MODERN METHODS

That China is giving up the worship of antiquity and adopting up-to-date American ideas is evidenced by this photograph showing work done by Chinese at an oxyacetylene welding plant in Shanghai. A rudder frame of the French steamer CORDILLERE was broken and the ruptured section, 9 x 15 inches, was repaired in four hours. The weld is shown by the chalk line in the illustration at the left. Another weld, on the stern post, is indicated by the arrow in the illustration at the right

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lies in economy of propulsion. As to the cost of wages, subsistence, economy in handling of fuel (per ton), it has little advantage over the oil-burning steamship, while the quality of oil required is more expensive. But in the direct cost of power production, the economy of the internal combustion principle, as compared with the conversion of heat into steam, now approaches demonstration.

Cost of power is to a ship what cost of food and clothes is to a family—not only the largest, but the most vital item of operating expense. Hence, other conditions being equal, the power which costs least will determine the type. To this is due the rapid advance of the motorship.

Improvements Must Be Made

The progress made up to the present can not be considered as conclusive in regard to the permanence of existing mechanisms. Even owners who are now running motorships with success, as well as engineers who are converts to the principle involved, express the opinion that present types have defects and weaknesses which must be overcome before the motorship can really relegate the steamship to second place in ocean traffic. But that such handicaps can be eliminated, or even that they are now in process of elimination is not doubted by those who have keenly watched recent developments.

Since the admitted advantages of the internal combustion engine have been widely shown, it is pertinent to glance at current criticisms of that engine in its present stage of development:

In a matter so highly technical, only the opinions of trained engineers are of real value; but it certainly does no harm for the average shipping man to consider what such criticisms are, and how suggestive they may be to him in planning the future.

Sir Owen Phillips, a large English owner of successful motorships, has expressed the opinion that, if the oil engine is eventually to hold the field, its weight must be greatly reduced and its power much increased. In addition to this several vital items are to be considered.

The excessive cost of installation, as compared with the steam engine is a matter of vital import. An addition of 60 to 70 per cent in cost of engine, constitutes a constant factor in overhead, which must always act as a deterrent, but especially in periods when high price levels make overhead so grevious a burden upon owners.

This high cost is due to many causes; among the chief of which the following may be named:

The high pressure required by present types. This according to competent observers, requires too great a weight of metal, as well as abnormal cylinder dimensions and capacity. While the actual pressure normally experienced is from 500 to 700 pounds per square inch, the strength required to withstand emergency pressures, to provide resistance in narrow clearances, and to take care of back fires and unconsumed charges may, it is claimed, run as high as 3000 pounds.

High Temperatures. Resistance of a heat up to 2700 degrees Fahr., is said to be necessary, and the generation of such temperatures is most trying to cylinders and piston heads. This not only adds greatly to the weight and expense of engines, but abnormally increases the risk of mishap, and consequent delay.

Other suggestions are the difficulty of obtaining complete combustion in turbulating fuel in narrow clearances; and in preparing it for proper gasification, which latter necessitates the resort to lighter and more expensive oils in order to complete combustion during the stroke. Another suggestion is the hazard in operating at low speeds, due to rapid cooling under low frequency; and the extreme accuracy and fine adjustment required in the parts.

Is Operators Problem

How far such objections are justified is not to be decided except by technicians. But it would be obvious to the layman, even had experience not proved it, that the operation of such mechanisms will require specialists, highly trained in the care and operation of this particular type. This problem comes squarely up to the operator. It is inadequately met—in fact can not be met—by a surplus of trained steam engineers who have been thrown out of employment by the present depressed conditions of deep sea traffic. A marine engine at best is a complex machine; but new types, involving problems of operation, care and management peculiar to themselves, must obviously require special engineers. The lack of such is sure to prove a serious handicap in the long run—resulting in delay to the ship while the proper staff is being assembled, or incidental vacancies filled. In case delay is avoided, the owner may run into an inefficiency which is likely to be far more costly. A triple expansion steam engine is not exactly fool proof, and when incompetently managed may cause great trouble. But an internal combustion engine in charge of an engineer, untrained in its care and management, is simply hopeless.

However, such handicaps as these are common to all comparatively new equipment, which seeks to displace types long used and widely established. In the same category may be placed the natural difficulty of finding suitable repair shops, or obtaining replacement parts at outports. In this respect, the motorship must long remain at a disadvantage. But this, too, will gradually disappear with the increased use of the motorship and consequent expansion of repair facilities.

Under such conditions any comparative novelty, however efficient, is heavily handicapped by an initial cost which greatly exceeds that to which owners have become accustomed. It may, therefore, be confidently predicted that engineering talent will eagerly seek such improvements in present types as will greatly reduce the cost of installation.

Hence the engineering problems of marine propulsion appears to be in a transitional stage.

If the oil engine can be so modified as to more closely approximate the first cost of its steam competitor; eliminate the complexities which threaten continuous and economical operation; and maintain the thermal efficiency already achieved, the steamer is now on the way to the relative position occupied for many years by the sailing vessel; and for similar reasons. Excessive cost, high pressures and temperatures, and complexities and delicacies of mechanism, are factors which today cause owners to hold off in adoption of this new type of ship.

These are but a few suggestions as to the lines along which engineers are thinking and working. Which of the criticisms are well founded, and which are debatable are matters in which they will no doubt disagree among themselves. But in such a diseussion a layman has no place.

Arguments Are Established

The main contention of oil engine advocates seems to be fairly established. Such contention is briefly this —that any given unit of power may be more effectively and economically applied by the direct action of inflammable vapor, mixed with air than by any known method of producing steam and applying its expansive power for the same purpose.

As to per ton-mile expense of propulsion, this contention is becoming more and more generally admitted. In the release of capacity for revenue-producing purposes, which steamers must devote to fuel, the case is equally clear. As to breakdowns at sea, these are common to all types of machinery, as every operator of any experience knows only too well; and these are particularly to be expected in mechan-

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isms comparatively new, and often, necessarily, under inexperienced management. In this respect, the oil engine has not met greater difficulty than should have been expected. Nor does there seem any reason to assume that any indicated faults may not be readily corrected.

The conversion of owners, operators and technical experts to this point of view is notable. Scandinavia, for instance, which has a long record of conservative success in ocean traffic, stretching over many generations, has a notable fleet of motorships. In Norway during the year 1920, it is reported that 120 motorships were built against a total construction of 97 steamers, during the same period. The rapid conversion of marine engineers to the principle involved is one of the chief triumphs of the oil-engine—for there is no class of men more conservative than the steam engineer.

To the whole shipping world these developments are a matter of vast importance. It is stated that in the first nine months of the last prosperous year in shipping (1920) the total bunker oil supplied to steamers in American ports was over 4,600,000 tons. It is claimed, and is probably true, that one-third of this quantity would have sufficed if all the bunkered ships had been oil-engine driven. In view of the uncertainty as to the quantity of oil still underground, this question involves larger interest than even the whole world of shipping. As a lubricant, there is no equivalent for mineral oil, simply because nothing can stand so high a temperature without disintegrating. The conservation of mineral oil, therefore, is an overshadowing question to every industry.

Lubrication Corollary To Power

For power, on the other hand, there are many unused possibilities. Electric current can be economically used wherever water power is convenient, and this resource seems certain to show continuous advance into favor as more economical methods of transmission are developed; and especially, if and when, cheap and efficient storage of such power may be devised.

European students have shown promising results from experiments with the by-products of coal; while, in latitudes where powerful tides prevail, there is the chance that such power may be harnessed for the production of electric power, thus reducing the drain on the world's fuel supply. But for lubricants, there are apparently no such resources, and for the power engine it is axiomatic that the need of efficient lubrication is a corollary of high power and speed. This is a subject on which much serious thought has been expended and which must grow on commercial and industrial importance as the use of oil fuel or oil-engines increases, both on land and sea.

If present estimates of the world's ultimate supply of oil are even approximately correct, it will not be long, expressed in decades, before, even at the present rate of consumption, demand will overtake production. Exhaustion of course will not occur. Any permanent diminution of the supply will bring out the check to demand which rising prices automatically effect. For in the last analysis, price is the mathematical expression of a general relation between demand and supply, and the economic function of a low price is to increase, and of a high price, to diminish demand.

Might Revert To Coal

The question regarding oil as a power producer is, therefore, not how soon the supply will be exhausted, but how soon rising prices caused by the pressure of demand on supply will compel resort to other fuels or other methods. In the absence of alternatives the reaction might be back to coal, even with all its comparative disadvantages.

Apart from operating economy, here is the broadest and most powerful argument for the oil-engine. In such a situation, any mechanism which can produce a given amount of power with 50 to 75 per cent less oil is sure to be developed up to the limits of possibility. Considering the relative youth of this type and the success thus far accomplished it may fairly be assumed that its development in the next decade will eliminate many of its complexities and drawbacks. That such should exist is inevitable. Perfection is not accomplished in one year, nor in ten. Fulton raised the marine steam engine from an experiment to a success; and never since have improvements ceased. So will it probably be with the oil-engine. The experimental stage is fairly passed, but like every other mechanism; it will be perfected step by step as experience develops the details of the problem, and more highly trained inventive genius applies itself to the solution.

As to our American merchant marine, it is notable that before leaving the shipping board, Chairman E. N. Hurley became a thorough convert to the oil-engine. Another ex-member of the board, whose experience and success must lend weight to his opinion, has put himself on record as of the same conviction. In speaking at the National Marine league banquet, over a year ago, Frank C. Munson definitely recommended the modernizing of shipping board steamers by the removal of steam, and installation of oil apparatus. He then claimed, and and to the initiate with great force, that many or most of our ships constructed for wartime traffic were commercially impossible because of the high relation of fuel consumption to speed and capacity; and that the only solution was to render them competitive by the installation of the most economical motive power yet produced—the oil engine.

It is considerations such as these which cause the shipping world to eagerly watch the record of the present oil-engined ships and to look forward to the developments of the future. With the weaknesses which experience must show corrected; with the probable nearer approach of the machine to steam practice; the reduction of weight and space; and consequent reduction of cost, the future of this type of ship seems fairly assured. How rapid or how complete its success may be, will depend upon contingencies now outside the realm of prophecy.

National Merchant Marine Favors Subsidy

Unanimous approval of the President's ship subsidy plan is announced by the National Merchant Marine association. The principles underlying the plan are declared to be the firm foundation for a great and permanently prosperous American merchant marine.

Resolutions adopted show that the association favors the retention of all essential routes already established by the shipping board or by private enterprises in order to encourage conditions favorable to the sale of the government's ships; wants the ships sold when possible to private purchasers from sections reached by the different routes; urges the shipping board to make vessel repairs in private rather than naval yards; commends the shipping board for readjusting the sales prices of its ships and for its success in the Egyptian cotton controversy; approves the plan for a merchant marine naval reserve.

Replacing two boilers, one Ludlum marine water tube boiler has been purchased by the National Lead Co., foot of Gold street, Brooklyn, for the steam lighter ATLANTIC. The sale was made by the New York Engineering Co. The boiler has 2100 square feet of heating surface and 68 square feet of grate surface to burn both anthracite and bituminous coal.

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Marine Insurance Volume Gains

Better Business in May Reflects Improvement Over April — Competition Still Keen and Disturbing

A MARKED improvement in the volume of marine insurance written in May over April is reported by underwriters. More goods are being moved and the demand for insurance is reviving, although some underwriters are not too confident it will last. One underwriter, in discussing the business that passed through his hands in May, said that the improvement seemed to be general and that he noticed that most of the risks he had been quoting rates for, had been coming into his office while a few months ago only a small number were ever placed. Much of the business last month was written on shipments to the West Indies, South Africa and Chinese ports, while there was less than usual to Central America. Losses on the whole have been moderate, although underwriters were hard hit by several hull casualties.

One factor, however, which continues to cast a shadow over the marine underwriting situation has been the keen competition for premiums which has continued unabated. In their efforts to attract business, some underwriters have been taking business at cut rates.

With the canal season open, underwriters are hopeful that the anticipated activity will result in much good business. While the canal hazard is greater than generally supposed on account of the exposure to open waterways and the dangers of ice in the fall and floods, underwriters feel that the government is taking every step to make canal navigation as safe as is possible and hope this year the loss ratio will be reduced considerably below that of 1921, which was unsatisfactory.

* * *

Explains Model Risk Act

THE necessity for better and uniform legislation governing marine insurance as provided in the model marine bill enacted by congress for the district of Columbia, was explained by S. S. Huebner, insurance expert of the shipping board, at the annual meeting of the Chamber of Commerce of the United States held recently in Washington. Mr. Huebner, who has been one of the leading spirits in pushing the bill, declared that the alternative to uniform state legislation is the establishment of a federal insurance bureau.

American marine insurance is so inseparably bound up with the welfare of the American merchant marine and foreign trade that the surest way of encouraging government insurance is to continue the present methods of supervision, Mr. Huebner said. He added that the house committee on merchant marine and fisheries, which had investigated the marine insurance situation, in its report had favored the conduct of marine insurance by private interests but found that present conditions in the marine insurance field are woefully unsatisfactory.

The model marine bill, drawn to afford some relief to domestic marine insurance companies tied down by legislative obstacles, is proposed as a model for principles and not details, being merely the adoption of basic ideas, he said. Mr. Huebner concluded:

"While marine insurance conducted by private interests is clearly preferable, our national government cannot remain unmindful of the fundamental needs of commerce. The various states should recognize it. Should they refuse to cooperate by enacting legislation based on the model marine bill, such a refusal will prove the greatest boom to the numerous proponents of government insurance as a permanent policy."

* * *

Some Hull Losses Heavy

DOMESTIC marine insurance companies suffered several heavy hull losses in May, the severest of which was the stranding of the British VICTORIA DE LORRENGHIA, 4600 tons, off the coast of Bermuda. The vessel was carrying a cargo of sugar from Cuba to the United Kingdom and was insured in the American market for about $1,000,000. The ship is considered a complete loss and underwriters see little possibility of salving any of the cargo. Another heavy loss, which has fallen on the domestic marine insurance market is that of the steamer JUSTIN which struck a rock while on the way from Hampton Roads to Rio de Janeiro with a general cargo and is reported to have broken in half. The JUSTIN was heavily insured in this country as was its cargo. In addition to these two losses there have been several reported from the Pacific coast.

* * *

Find Fire Hazard Great

MARINE underwriters are alarmed by the discovery that a conflagration hazard, similar to that which caused serious fires at Galveston and New Orleans, exists in New York harbor. A special committee of underwriters and port officials have completed a survey of conditions and report that oil coating on piling and bulkheads of piers continues to be a grave menace. In some locations notably at the mouth of the Gowanus canal and at Beard's Erie basin, there is danger of a sweeping conflagation, the piling being so heavily coated with oil deposits that a fire would gain considerable headway under the pier and would spread to adjacent property.

As a result of the survey, underwriters are united in demanding that some relief measures be provided to improve present conditions at the locations named and that the source of the oil be located and stopped. The question of the floating oil hazard is by no means only a local one, however, but universal and underwriters are hopeful that at some future date laws will be enacted that will effectively prevent the depositing of oil and refuse inside of a certain limit. Several ports have local laws governing the discharging of oil but many others have taken no steps to combat the hazard.

* * *

Say Lighters Overloaded

THE American Institute of Marine Underwriters is taking steps to secure relief at Havana, Cuba, from the unsatisfactory lighterage conditions existing there. It is reported that lighters are being overloaded and the institute has communicated with the Cuban port officials and the American embassy with a view to securing their help in forcing the operators of lighters to stop the practice of badly over-charging their vessels. Lighters are being so crammed with goods that frequently the loadline is not more than six inches from the deck, underwriters complain, and a slight swell results in water washing over the cargo and frequent doing great damage. Lately marine underwriters have received numerous claims through damage to goods caused while being conveyed by lighter and are determined to check this source of loss.

* * *

Retires from Insurance

HERBERT APPLETON, vice president of Appleton & Cox, of New York, marine underwriters, has announced his retirement from the marine insurance field. Mr. Appleton served as president of the National Board of Marine Underwriters for four successive years and was also deputy chairman of the American Committee on Lloyds Registry. He became a partner in the marine underwriting firm in 1920. Appleton & Cox have been United States managers for the marine department of the United

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States Lloyds, Indemnity Mutual Marine, Royal Exchange, Tokio Fire and Marine, United States Fire, Agricultural Fire, Fire Association, Milwaukee Mechanics and London & Scottish. Douglas F. Cox is president of the company and will remain at the head of its affairs.

* * *

Discusses Blame for Loss

BENJAMIN RUSH, president of the Insurance Co. of North America, one of the largest and most active companies in the ocean marine insurance field, was a speaker before the National Foreign Trade council convention in Philadelphia. Mr. Rush discussed the underwriters view of responsibility for loss and urged that the Hague rules be amended to change the present situation under which the shipowner is practically relieved of liability for loss. Present conditions, he declared, must be improved and a change will be to the advantage in the end to the ultimate consumer, insurer and shipper. Mr. Rush traced the development of marine insurance from the days of the pirate and raider and said that originally the ship owner was held responsible for all loss or damage regardless of whether it was due to personal negligence or natural peril. He said that while he did not believe that a vessel should be responsible for damage due to an unpreventable cause, the ship should be held accountable for damage caused by the fault of the shipowner. Mr. Rush decried the fact that the development of the insurance policy has been toward the complete exemption of responsibility of the owner with the result that marine offices have been flooded with claims. The changing of the rule to the now general exemption was a slow process, he said, but has now developed so that there is practically no means of holding the shipowner.

* * *

Protest Philippine Way

MARINE insurance underwriters have protested to Gen. Leonard Wood, governor of the Philippine Islands, because of the obselete practices being used by custom house authorities there. General Wood has promised to have the complaints of the underwriters investigated. Underwriters are opposed to the system in the Philippines under which the custom officials give no receipts for the acceptance of consignments arriving at the islands. As no receipt is given showing whether cargoes were received either in perfect condition or damaged, it is not possible to determine if loss occurred before the goods were received by the customs or while in their hands. As the customs house cannot be held liable for damage sustained while merchandise is in its custody, and as there is no means of ascertaining the loss until the cargo is received by the consignee there is no way of telling whether loss was caused by employes of the customs house or by employes of the carrier. The possibility of placing the responsibility of loss is of the utmost importance to underwriters as rates are frequently based upon the possibility of recovering payments to the assured through the process of subrogation.

* * *

Hague Rules Discussed

THE Hague rules, which have found a large number of proponents among marine insurance underwriters, received several jolts in May at meetings of the Chamber of Commerce of the United States, the Foreign Trade council and the National Association of Manufacturers. The attitude that prevailed was that the rules should be given a chance but should not be endorsed until they have been fully tried out. At the meeting of the chamber, a resolution of unqualified endorsement was voted down. The insurance advisory committee referred a resolution to the board of directors, recommending that no endorsement be given until the situation has had further study and this stand was sustained at the meeting of the insurance group.

* * *

Abandons Pacific Coast

PRESIDENT Samuel Bird of Talbot, Bird & Co., New York, who returned recently from a business trip to the Pacific coast, has announced that the Franklin Insurance Co. of Philadelphia, which has been operating on the Pacific coast through the office of Mathews & Livingston, had retired temporarily from the marine insurance field on the coast. Mr. Bird would not give any reason for withdrawing the company except that it was "for the best interests of all concerned." Mr. Bird found conditions better on the coast than in the East, because, he said, on the Pacific coast the market is different from the East in that the market is more limited. There merchants and shippers are satisfied because they are receiving the same level of rates while in the East there are constant changes and competition is a great deal more keen.

* * *

Examine American Branch

THE Texas insurance department has just completed an examination of the United States branch of the Center of Owners Insurers of Barcelona which is located at Galveston, Tex. The American branch began writing business in 1920 and was organized to provide insurance on cotton exports. The state department's report shows that premiums written last year amounted to $13,800 while disbursements were $25,787. The policies issued for the most part covered cotton shipments from Galveston to Barcelona, Spain.

* * *

Drafts Building Rules

THE American Bureau of Shipping is preparing a set of rules governing the construction of river, harbor and canal craft with a view to taking up the classification of the same, says the *Bulletin*, which states that a number of types of vessels already have been classified and will be found advantageous to owners in arranging the insurance on hulls and cargoes. The bureau is giving serious consideration to the classification of modern steel self-propelled barges and tow barges used on the New York state barge canal.

* * *

Ship Rate War Confusing

THE rate war between the Lamport & Holt line and the Munson Steamship Co. has been watched by marine underwriters who are wondering just how it will affect them. They feel that while they are hampered by many of the same obstacles as the American merchant marine, the government, instead of aiding them in the case of the Munson line, is demanding lower rates. Since the National Coffee Roasters association has answered the appeal of the government to ship their goods in American vessels, underwriters expect that they will be urged to reduce their rates to meet the rates charged on vessels of British lines irrespective of the actual condition of the vessels involved. The marine underwriter feels that not only is he facing severe foreign competition but is being appealed to at home on the ground of patriotism to insure cargoes carried on American vessels at a loss.

Is Held for Contraband

Upon learning that the shipping board steamer SEATTLE SPIRIT was held by the British for transporting munitions to Ireland, Chairman Lasker of the shipping board, immediately instituted an investigation and learned that the shippers were the Manhattan Oleo agency, and that the shipment was made through the Barr Shipping Co., brokers. The goods were billed as 40 barrels of lard and were shipped to the order of the shippers, the shipment going forward to Ireland on May 17. Investigation developed that the goods turned out to be 40 barrels of munitions. Chairman Lasker is awaiting an additional report from Moore & McCormack, agents of the shipping board who handled the transaction, and as soon as their report is received all the documents in the case will be turned over to the department of justice for action.

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Shipowners Face Grave Problems

Creation of Government's War Merchant Fleet Places Handicap on American Operators—Relief in Subsidy

BY EUGENE E. O'DONNELL

PRESENTED at the annual spring meeting of the Society of Naval Architects and Marine Engineers in New York, May 1922, this article is from a paper prepared by Captain O'Donnell who is manager of the marine department of C. H. Sprague & Son, Boston. He also is a member of the executive committee of the National Maritime association and chairman of the committee on wages and working conditions aboard ships for the American Steamship Owners association.

NEVER before in maritime history have American ship owners and operators had to wrestle with the problems of so great a suddenly created merchant marine. In other nations the growth of shipping has been gradual. In America gross register tonnage went up from 8,871,000 in 1917 to 18,282,000 in 1921. All of this increase was in ships designed for international commerce. Not only has the tonnage thus rapidly multiplied but American owners and operators have been compelled to face, in most cases with little experience, the exigencies of strange new trade with the ports of distant foreign countries. One cannot but be surprised not that their mistakes have been so many but that they have been relatively so few. Operating companies that five years ago had no particular knowledge of foreign trade now have excellent organizations and are working with smartness and efficiency. A majority of American operators have thrown themselves into their new work with energy and determination, and remarkable results have been achieved in a relatively brief time.

Except for the vessels acquired before the war, which in many cases were carefully designed for the work in hand, it cannot be said that the merchant marine as a whole is especially adapted to its particular requirements. The new government fleet was built not to constitute an ideally symmetrical merchant shipping but for the one imperative purpose of winning the war. Because of the supreme need of haste, the new fleet consists to altogether too great a degree of steamers of comparatively low speed and of the "tramp" order. Lacking, of course, in swift passenger steamers, we are lacking also in cargo steamers of the so-called liner type, which after all, if not the backbone of a merchant marine, is a class of ship of great importance. This undeniably handicaps our owners and operators who contemplate the development of a cargo liner service, for vessels which have no reserve speed will necessarily find it difficult to maintain a regularity of service, especially in the trade like that of the winter months on the north Atlantic.

A considerable proportion of the steel tonnage of the shipping board which is characterized as good tonnage contains many ships fit for what may be described as the berth service to distant foreign ports, like the 7800-deadweight ton Hog Island ships, the 8800-ton freighters and the larger shelter deck and other steamers whose capacity in a few cases runs up to a maximum of 12,000 tons. Here is a fleet not to be despised in any survey of the world's shipping, and until better steamers are secured, these, outside of the "tramp" or bulk cargo service, must be regarded, together with the prewar ships of the older companies, as the main, active, operating backbone of the merchant marine.

First of the problems of American ship operators is the hard, undeniable fact that they have to pay more money for the wages and substance of their crews than do their European or Japanese competitors. Assuming that the shipping board will carry out its promised policy of making the good steamers of the government fleet available to purchasers at world market prices, there is still the handicap of higher cost crews. American shipboard wages have historically been from 30 to 40 per cent above British shipboard wages, and it is estimated at the present time that British wages are about 15 per cent above Scandinavian.

Old Efficiency Earned

A great deal is being carelessly said about the higher "efficiency" and "economy" of American officers and men. It is not to be denied that many years ago in the heyday of the wooden merchant marine, there was a higher efficiency in American ocean ships than elsewhere, generally speaking. Indeed, this superiority was so manifest that it was freely acknowledged by our competitors. But it must not be forgotten that this was an efficiency that had gradually been attained through many years of effort and experience. Such efficiency cannot be secured overnight or in a few months or a few years. It is a long, hard path our predecessors had to travel from the humble beginnings of our national merchant marine in 1789 up to the incomparable smartness of the celebrated packets and clippers of the thirties, forties and fifties of the nineteenth century.

It would be idle to pretend that any such relative efficiency has been attained in the brief period of the years between 1915 and 1922. Though we have in our ships many of the best officers in the world, our officers as a whole and on the average fall short of the experience of their European competitors. This is even more signally true of our crews. This is a handicap which time itself will cure; in fact, any disparity on this point between Europeans and ourselves is even now rapidly lessening. Given a fair chance, American officers and crews will gradually re-establish the supremacy which in the last century was theirs as the most capable men of their calling in the world.

The wage difference between American and British ships is somewhat less now than it has been of recent years, and must be regarded as temporary due to the abnormal condition of world shipping, but it is still a wide difference, as will be demonstrated by the following comparison of the costs of wages and subsistence of an American and a British cargo steamer of 3500 gross tons as of April 12, 1922:

	A. S. O. A. scale	British scale
Master	$265.00	£42 10 0
First officer	155.00	20 10 0
Second officer	130.00	16 0 0
Third officer	115.00	13 0 0
Able seamen (6)	285.00	51 0 0
Chief engineer	240.00	26 10 0
First assistant	155.00	19 10 0
Second assistant	130.00	16 0 0
Third assistant	115.00	13 0 0
Oilers (3)	165.00	33 0 0
Firemen (3)	150.00	31 0 0
Steward and cook	105.00	14 0 0
Second cook and baker	70.00	10 0 0
Messboys (3)	90.00	25 10 0
Radio	90.00	13 10 0
Wiper	55.00	.. .. .
	$2,315.00	£345 0 0
A. S. O. A. scale		$2,315.00
British scale, present exchange, $4.37 = £1		1,507.65
		$807.35
Subsistence difference		180.00
Total monthly difference		$987.35
Annual difference for 11 months at present rate of exchange		$10,860.85

Comparison of wages of a steamer of 6000 gross tons, suitable for ocean tramping, under the British scale, the shipping

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board scale and the American Steamship Owners' association, as of April 12, 1922 is as follows:

	United States S. B.	United States A. S. O. A.	United Kingdom
Master	$270.00	$275.00	45/—
Mate	165.00	165.00	20/10
Second mate	145.00	140.00	16/—
Third mate	130.00	125.00	13/—
Carpenter	65.00	70.00	12/10
Boatswain	....	....	11/10
Able seamen (6)	330.00	285.00	60/—
Ordinary seamen (2)	80.00	70.00	11/—
Chief engineer	240.00	250.00	24/10
Second engineer	165.00	165.00	20/10
Third engineer	145.00	140.00	16/—
Fourth engineer	130.00	125.00	13/—
Deck engineer	70.00	70.00	11/10
Oilers (3)	195.00	165.00	33/—
Firemen (9)	517.50	450.00	94/10
Coal-passers (3)	150.00	120.00	30/—
Steward	105.00	105.00	14/10
Cook	90.00	90.00	13/10
Second cook	70.00	70.00	9/10
Messboys (3)	105.00	90.00	8/10
Radio	90.00	90.00	13/10
	$3,257.50	$3,060.00	492/—
Pound sterling converted at $4.37			$2,150.04

	British scale of May 1, 1922 On S. B. scale	On owner's scale
United States	$3,257.50	$3,060.00
United Kingdom	2,150.04	2,150.04
Difference	$1,107.46	$ 909.96
Subsistence difference	240.00	240.00
Total monthly differential	$1,347.46	$1,149.96
Annual differential at 11 months	$14,822.06	$12,649.56

In the comparisons a similiar number of crew in each vessel has been used, but it is a generally accepted fact that American vessels carry a greater number in the crew than do foreign vessels. This difference is more especially to be found in the "tramp," coastal or short voyage American steamers as compared with the foreign vessels, while in the case of the passenger liners or cargo liners the British manning scale more nearly approximates our own. On the other hand, the manning scale of continental European ships will generally be found to be less than the British. During and after the war an unusually large number of men were carried in our ships, because of the shipping board's policy in its endeavor to train inexperienced recruits who came into the service of the merchant marine. In recent years, leaders of seagoing unions have endeavored to make it appear that American vessels carry a less number in crew than foreign vessels. Recourse to the records of the customs department will clearly demonstrate that in the case of like ships in the same trade the manning schedule on American vessels will be found to be no less, but more often will be found to be higher, except in the case of vessels under foreign flags manned with the cheaper Asiatic labor, on which, however, the total wage scale will be considerably less.

Subsidy Is Way Out

If American ships were everywhere in the majority in overseas trades, the wage difference might not be so heavy a handicap as it is at present. It is the foreign ships that are far more numerous, and their managers and operators are intrenched in position as ours are not. In order to develop our own merchant marine, we must take a part of their present trade away from our enterprising foreign competitors. It is difficult to do this with ships confined to a relatively few types, maintained at substantially higher cost for wages and sul sistence.

There is only one way in which the result which we all seek can be accomplished, and that is by national assistance such as has been recommended to congress by the American Steamship Owners' association and the United States Ship Operators' association.

As a result of the great influx of officers to man the war built steamers, naturally a great many inexperienced officers found employment, which, coupled with the unrest then existing among so-called unionized labor, reduced the standards from prewar efficiency. Happily this condition is passing, and through the process of elimination we now have on the whole an excellent corps of deck and engineer officers that is steadily developing to a point of high efficiency.

As to the engineer officers, it is a matter of regret that our inspection requirements do not make it obligatory that licensed engineers have an adequate shop training. It is more and more manifest that this is needed to reduce repair bills and maintain engine and boiler efficiency. As to the firemen in coal burning steamers, we have a present good supply, but relatively few of them are American citizens. The present shipping subsidy bill will certainly contain a stiff requirement of citizenship for the unlicensed members of the crew at least in the deck and engine departments, and it is a question how such a requirement can be met in coal burning firerooms. On oil burning steamers a large force of citizen firemen, most of them young men, is developing.

One of our greatest present deficiencies is in masters of the requisite business training and experience for the overseas trade. Many excellent captains, good navigators, seamen and executives, have passed most of their careers in the coastwise or nearby trade and are having their first experiences with the purely business problems that present themselves in the distant ports of foreign commerce. It is desirable also that the chief mates of our foreign going steamers, some of whom will soon succeed to command, should acquire as soon as possible a knowledge of business as it is conducted overseas.

A shipping subsidy law should not require an American percentage of more than 40 to begin with, in the deck and engine departments. It might follow in this respect the graduated increase in the proportion of able seamen as provided for in the La Follette seamen's law. Such a plan as this ought to be acceptable to seafarers. Even assuming that the present American percentage, including officers and unlicensed men on our ships, is now about 55 per cent, as the latest returns of the shipping commissioners indicate, so high a percentage would not be found at all American ports, and as under present inducements some of our seamen are certain to desert, it would be difficult to maintain the required percentage in the ports of foreign countries. To develop what is apparently expected by congress and the country in the form of an unlicensed seagoing personnel, the greater part American, will require close study and patient effort on the part of owners and operators of steamers in the merchant marine, and could best be obtained through a system of naval reserve training.

Has Lessened Discipline

In the La Follette seamen's law are presented not a few difficult problems. This act was passed with the assumption that it would provide freedom, socalled, for seamen. The practical result, however, has been the lessening of discipline on American ships as reported by ship's officers and United States consular agents.

Our steamboat inspection laws and rules and other navigation laws and regulations were made the object of a careful study more than two years ago by a committee of maritime men established by authority of the shipping board, a committee of which P. A. S. Franklin was the chairman. Alfred Gilbert Smith was chairman of the sub-committee on construction and inspection, and J. Parker Kirlin was chairman of the subcommittee on personnel and legal adviser to the committee.

That committee completed its deliberations and presented its report to the shipping board two years ago, and the legal division of the shipping board is now engaged in recodifying and consolidating the navigation laws in accordance with the report.

It was found that our navigation laws are scattered through a large number of volumes of statutes and regulations passed at different times, and in many cases amendments have been enacted with clauses repealing acts and parts of acts inconsistent therewith, making a comparative study of the various statutes and regulations necessary in order to determine just what the law or regulation is on any any particular subject. It was found also that authority to make regulations which were to have the force of law and the responsibility for enforcing the laws were scattered among a number of boards and bureaus in different departments of the government. The committee considered that next in importance to the recodification of the law was the consolidation of responsibili-

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ty for enforcement in a single department.

The committee found that much of the criticism directed at the steamboat inspection service was due to the mandatory character of the laws under which this service operates and the fact that no discretion is left to the officers responsible for the enforcement of the law. The marine code of other maritime nations is much more elastic in allowing administrative latitude to officers responsible for the supervision and enforcement of maritime regulation. With a merchant marine composed of so many diversified types of vessels engaged in various kinds of navigation, the application of legislation which is general in character and does not consider in a practical manner each type or trade condition is rendered extremely difficult and, therefore, places on American shipowners burdens with which our competitors are not confronted.

An example is that of the hydrostatic test of marine boilers. The law requires that marine boilers be annually submitted to a hydrostatic test, using cold water, of one and one-half times the working steam pressure allowed. Practical engineers claim that it is unwise annually to subject marine boilers to a stress the result of which makes doubtful the value of the application of this hydrostatic pressure at such frequent intervals. As a comparison, the classification societies, the British board of trade and maritime governments generally require that the hydrostatic pressure be applied only at the original inspection of the boilers and thereafter at the surveyor's discretion, and as a rule it is not applied oftener than at the survey period which occurs about every four years.

Leaves No Discretion

A further requirement of the inspection laws is the annual inspection of the hulls of cargo vessels. At these inspections it is required that all cargo be discharged and the boilers emptied in order that the inspection may be made. This means a loss of from 24 hours to two or three days, depending upon the size of the vessel. Although the inspector might be satisfied that it would be unnecessary to subject the boilers to test or examine the hull of a vessel, the mandatory character of our legislation does not leave any discretion, and he is obliged to carry out annually all tests and inspection.

Foreign cargo vessels are not required to submit to these annual inspections and are subject to inspection only at the classification period, which is once in every four years. It is suggested that passenger vessels might well be subjected to these annual inspections, with the exception of the hydrostatic boiler test, and that the life saving equipment of all vessels should be annually inspected. The inspection of the hulls of cargo vessels might properly be made at the survey periods, once in three or four years.

It is particularly desirable also that American vessels trading between ports in foreign countries should not be obliged to return to an American port for the periodical inspection required by law and regulations. These inspections might well be carried out by representatives of the American Bureau of Shipping in various foreign ports. This examination should extend the life of the certificate of inspection until the vessel's first arrival in an American port, as other maritime nations have similar regulations to provide for vessels away from their home port.

The general belief is that the repeal of the seamen's act will place American shipping on an equality with foreign vessels. This is not the fact, however, because it is well known that before the seamen's act was adopted American vessels were at a disadvantage in competition for world's trade. What the seamen's act really does is to place added burdens upon the American ship which are not applied to foreign vessels, and, while it should be materially modified, there are certain humane features which should remain undisturbed. These features of this act which have met with the greatest opposition from shipowners and which have caused the greatest hardships are the language tests, able seamen requirements, the excessive requirement of lifeboat men and the frequent payment of wages to seamen in foreign ports.

Section 14 of the act, which relates to saving equipment, was taken from the regulations of the international conference on safety of life at sea. These regulations were intended primarily to apply to passenger vessels engaged in transoceanic trade. The application of these stringent requirements to our small coastwise and inland vessels has reduced their passenger allowances, ultimately forcing several of these companies to suspend operation.

It has been earnestly recommended by the shipping board committee that Section 13 of the seamen's act be so amended that the extreme requirement of three years' apprenticeship for a rating as able seaman be reduced to a reasonable period so that this manifest discrimination against young Americans may be eliminated. It is well understood that this requirement of three years was craftily put into the law by the International Seamen's union with its 90 per cent of foreign membership, so that Americans might as far as possible be discouraged from going to sea, and berths on American ships be left to be monopolized by aliens.

Another important recommendation of the committee affecting the seamen's law and the seagoing personnel was one in favor of the introduction into the American service of the continuous discharge book, with its record of the conduct and efficiency of seamen. It has long been in use in the British and other foreign services. This book has already been given out by the Pacific American Steamship association with marked success and will be utilized also by the American Steamship Owners' association.

Government Fleet Hampers

So long as any usable part of the government fleet remains in the possession of the government it will act as a damp blanket on the hopes and plans of American shipowners and operators and American shipbuilders. There is good reason to believe that, if the now proposed shipping bill is enacted, a large proportion of the good shipping board tonnage can be disposed of within two years. American owners and operators very earnestly desire the continuous withdrawal of the government from vessel ownership and operation until the government fleet is entirely disposed of by sale or scrapping at the earliest practicable date. This is a first essential of the firm development of our merchant marine.

Until the fleet can be disposed of there can be no objection to the maintenance by the shipping board of essential ocean services noncompetitive with private enterprise, but this situation must be handled carefully so that private plans may not be blocked. Every effort ought to be made by the shipping board to turn every one of the essential services over to private ownership and management at the earliest possible moment. Many operators dread more than foreign competition even the faintest risk of the competition of their government.

All practical men of our industry realize, that the government fleet can never be sold until ample national aid is provided for the operation of those ships after they have passed into the hands of those who have the knowledge and the means to use them. Absolutely vital to the success of the American shipowning and operating industry is the prompt passage of the great shipping bill proposed by President Harding. If that fails, everything is lost that has been done toward a permanent restoration of American shipping in the overseas trade. If that fails, the American people lose all hope of realizing anything on their $3,000,000,000 investment in the shipping business. The national importance of this measure cannot be overestimated. Our foreign competitors are anxiously watching the result of the present legislative effort in Washington. They know as well as we know that this bill, once enacted, will make America a great commercial power on the seas. They dread the result of national aid applied to shipping exactly as it has been so

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successfully applied in the past to manufacturing, mining and farming in America.

The pending shipping measure offers substantial aid to every branch of our merchant marine. It proposes that 50 per cent of the immigration into this country be reserved to American ships. This of itself will be a most powerful help to the regular mail, passenger and cargo lines of transatlantic steamers. Another feature of the bill is the deduction from income taxes of shippers of 5 per cent of the freight money on goods exported or imported in American vessels. Though this will not directly benefit the shipowners, it will offer a strong inducement to shippers inward and outward to prefer the American flag and will thus assist to give American ships the full cargoes so necessary to profitable operation. Exemption of net earnings of American ships in the foreign trade from federal taxation, if the amount of the exemption is pledged to the building or purchase of new ships, will encourage shipbuilding and increase the active merchant marine. The construction loan fund of $125,000,000, while costing the government nothing in the long run will promote the building of new tonnage of superior character.

Important is the provision in the new bill that will make it possible to secure more liberal allowance for depreciation for shipping, thus placing us more nearly on an equality in capital costs with our competitors. President Harding's policy of prompt diversion of the army and navy transport services to the merchant marine is made possible in the new legislation. An extension of the coastwise law to the Philippines is certain to have the same beneficial effect on shipping and trade as the extension of the coastwise law to Porto Rico and Hawaii.

What shipowners and operators are probably thinking most of, because they can measure its advantage in dollars and cents is the direct aid of the new bill in the form of compensation or encouragement to both cargo ships and mail ships. This is the feature of the new proposal that is most actively discussed. It is the part of the bill that must meet the sharpest opposition. But let nobody imagine that this direct compensation was put into the bill to be pulled out again. Without the direct aid of the proposed compensations or subsidies, the great effort of the nation to solve its shipping problem cannot and will not succeed. The indirect aids are themselves inadequate. If the nation is going to help its shipping it must help it effectively and not place it half way on an equality with its overseas antagonists. Nothing less than complete action will suffice.

We recognize frankly that, though we need all this entire measure of government help and can do nothing of ourselves without it, nevertheless we cannot lean on government aid alone. Given all these improved conditions, the problem of the American merchant marine must after all, be actually worked out by American shipowners, operators and builders through their own exertions. We must win our own success, achieve our own destiny. We must be quick to distinguish and adopt the newest and best ideas of ship design and construction. We must operate our ships with the utmost possible enterprise and economy.

Uncle Sam is giving us no gift, no bonus, in this shipping legislation. All he does is to try to assure for us a fair, even chance in competition. A fair chance is something which we have not had for 60 or 70 years. If this bill passes, we will have it, and then it will be up to us to make such use of it as was made by the shipowners, operators and builders of the brilliant half century before the Civil war. They were given a chance. They took it, and they made such glorious use of it that the maritime world has not yet forgotten the years when American ships embodied the highest efficiency and success the world has ever seen. What we will have to do now is to prove ourselves as good men as our predecessors.

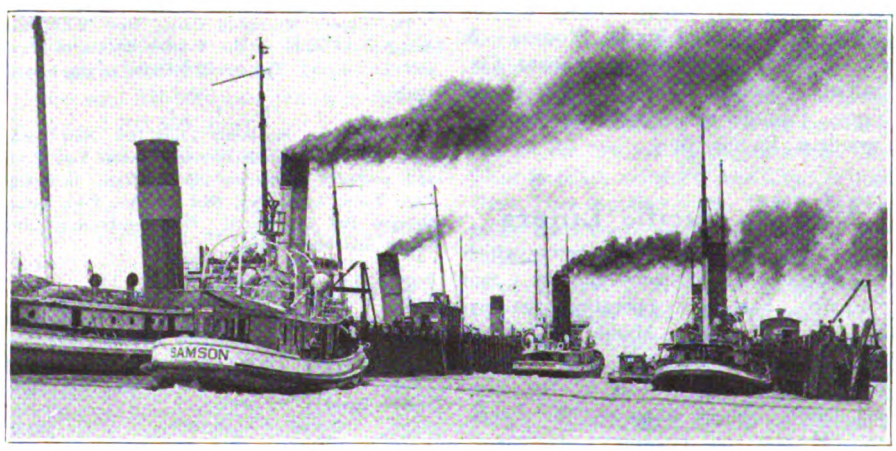
Dock Breaks Loose with Vessel Aboard

UNDER the smashing force of an eddy in the Mississippi river recently, the main dry dock of the Jahncke Dry Dock & Ship Repair Co. at New Orleans, 550 feet long and 110 feet wide and of 10,000 tons capacity, broke loose from its moorings with the steamer NYANZA of the Pacific-Caribbean-Gulf service in dock. It drifted in the swift current for approximately two miles down the river after the NYANZA was slipped out and was over taken by tugs and moored again at the Chalmette slips without doing any damage whatever to shipping or docks. Eleven tugs went to the rescue of the dock during its trip.

Dock Master Connelly called to Captain Martin of the NYANZA to reverse his engines and the ship dragged the dock out into the river, avoiding a collision with vessels along the wharves. When the middle of the stream was reached, the NYANZA's lashings were slipped and she slid out, leaving the dock to its own career.

The NYANZA had just entered the dock to be raised and repaired when the four 2¾-inch anchor chains that held the dock to the Jahncke wharf gave way simultaneously. The only theory that accounts for the breakaway is that the ordinary stress caused by the current was suddenly increased by a powerful eddy striking both the dock and the ship at an angle that gave it the maximum force. The dock swung out into the river with Frank Connelly, the dock master, and 25 men aboard, in addition to those on the NYANZA.

The dock passed within 10 feet of the CAMAGUEY and barely grazed the DULCINO at the American Sugar Refining Co.'s wharf. By this time the alarm had been spread all over the harbor and every available tug went after the dock. The ADLER and the W. H. WILLIAMS, the two that first arrived, got lines on the dock and checked its speed. They got it under control and when nine other tugs arrived, there was no trouble in towing the dock to a mooring place at the Chalmette slips. It was later returned to the Jahncke wharf and put back into service.



ELEVEN TUGS WERE USED TO RE-CAPTURE THE RUN-AWAY DRYDOCK

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Board Ships Compete with Private Lines

Edgar F. Luckenbach, famous American ship operator, strongly opposes the interference of the shipping board in intercoastal trade. This service between the Atlantic and Pacific coasts, through the Panama canal, has developed greatly in the past several years. The volume of this trade has been one of the main supports of American shipping during the recent slump.

"In my opinion," Mr. Luckenbach is quoted, "it is about time to withdraw the 'candy kid' competition which American shipowners, ready and willing to build up an American merchant marine, are up against."

In this intercoastal trade, Mr. Luckenbach points out, the board has eight or 10 vessels allocated, although private firms are able to supply the tonnage necessary to handle all the business offered. He suggests action by the intercoastal conference to force a clear definition of the board's attitude.

Complaint against the board providing ships for competing with private American ships also has been made by the United Fruit Co. The complaint referred to the Colombian trade, and the board's answer pointed out that such an arrangement was necessary to prevent freight going to foreign ships. This argument if of course destroyed in the intercoastal trade, which is limited by law to American flag vessels.

Open Rates on Atlantic

Entrance of the Reardon-Smith lines with a fleet of British flag steamers in the north Atlantic freight trade has been followed by the announcement of open rates on about 25 commodities by the conference lines. This conference includes the Black Diamond Steamship Corp., Cosmopolitan Shipping Co., Cunard line, Ellerman's Phoenix line, French line, Harriss Magill & Co., Holland American line, International Mercantile Marine Co., Kerr Steamship Co., Luckenbach Steamship Co., Furness Withy & Co., North German Lloyd, Rogers & Webb, Royal Mail Steam Packet Co., United American Lines, United States Lines, Canada Steamship Lines and Canadian Pacific line.

Lay Up Pacific Liners

The two 502-foot type liners which the Pacific Mail Steamship Co., San Francisco, has been operating between that port and Hawaii, Manila and Hongkong, will be withdrawn from service, according to announcement by the shipping baord. These ships are the PRESIDENT HAYES and PRESIDENT HARRISON. They will be laid up in San Francisco. The withdrawal was made on recommendation of the operator who pointed out to the board that the steamers were now highly unprofitable in that service. The board calls attention to the failure to extend the coastwise laws to include Philippine trade and to a slump in freight and passenger demand as the reasons for the ships not proving profitable. The Pacific Mail is operating three 535-foot liners, PRESIDENT WILSON, PRESIDENT CLEVELAND and PRESIDENT LINCOLN in the Oriental service and in August will receive two more big liners, PRESIDENT PIERCE and PRESIDENT TAFT, now in transatlantic service.

Germans Renew Service to Australia

Some months ago announcement was made of the proposed re-establishment of the Australian service of the German-Australian line. Now the American consulate in Sydney reports that the first steamer will leave Hamburg about the middle of June and will arrive at Australia the first of August, the date on which the Australian trading with the enemy act expires.

The restoration of the German-Australian line will mean a keen struggle for Australian trade. This competition is expected to be especially strong in the wool trade, as the British lines have endeavored to secure all the traffic carried by the German transport lines.

The fleet of the German-Australian line is said to be one of the most modern in existence, although smaller than before the war. All except two ships have been constructed since 1920. At the present time this fleet is employed in services between Germany and the Dutch East Indies, and to the west coast of South America.

News for Ship Operators

The Maine Steamship Co. is said to plan resumption of its New York-Portland, Me., freight service on July 15 with the steamers H. F. DIMOCK and HERMAN WINTER.

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The Export Steamship Corp., New York, has changed the name of the steamer OSAKIS to MANHATTAN ISLAND. The vessel operates in the Levant trade.

* * *

The Isthmian Steamship Lines Inc., New York, began in June regular service between New York and ports in South and East Africa, including Cape Town, Algoa Bay, East London, Port Natal, Delagoa Bay and Beira. The BIRMINGHAM CITY inaugurated the service.

* * *

The FREDERICK LUCKENBACH, recently bought by the Castle-Lodge Steamship Co. from the Luckenbach line, is to be renamed CASTLE-LODGE and operated in the Levant trade with the Imperial Navigation Co., 39 Cortlandt street, New York, general agent.

* * *

Members of the intercoastal conference, including among others the United American Lines, Luckenbach Steamship Co., C. & T. Intercoastal line and the North-Atlantic & Western Steamship Co., all operating services to and from Boston, have agreed to eliminate as ports of call San Diego, Cal., Astoria, Oreg., Tacoma, Wash., Vancouver and Victoria, B. C. The action was taken in the interests of economy and efficiency. The following basis on carrying rates per 100 pounds will apply: From Los Angeles harbor to San Diego, 25 cents; Portland to Astoria, 15 cents; Seattle to Tacoma, 12½ cents; Seattle to Vancouver and Victoria, 20 cents.

* * *

The Irish American line expects to be able soon to announce their service between Boston and ports in Ireland. This service will go into effect as soon as suitable steamers are secured.

* * *

The Portland & New York Steamship Co., Portland, Me., announces a direct freight service between Portland and New York with semi-weekly sailings, beginning with the sailing of the steamer EL MAR.

* * *

Sailing from Boston recently for Liverpool via Queenstown, the Cunard Steamship Co.'s new steamer SAMARIA, with about 1100 passengers and about 1250 tons of cargo, commenced service with a combined freight and passenger vessel. The SAMARIA will later alternate with her sister ship, the LACONIA, on this run.

* * *

With the sailing of the steamer SONGDAL for Brazil and River Plate ports a new service from Boston to South America was inaugurated.

* * *

Messrs. Rogers & Webb plan on having semi-monthly sailings from Boston to the ports of Antwerp and Rotterdam. This company has recently opened its Montreal-European service.

* * *

The International Freighting Corp. has entered Baltimore with a monthly service between there and the east coast of South America. The first sailing was to be the COMMACK on June 10. The line will concentrate on the development of the coffee trade.

* * *

M. H. Tracy & Co. have announced their intention of establishing a new line between Baltimore and northern Pacific ports. The steamers DAWNLITE, SUNLITE and MOONLITE have been chartered for the service. W. A. Blake & Co. will be Baltimore agents.

* * *

Plans have now been completed for a regular monthly service from Atlantic ports to the south and east coasts of Africa. The Mallory Transport Lines, Inc., will act as managing agents for the Emergency Fleet corporation in operating this service, which will be inaugurated with the EASTERN GLADE, 8400 tons deadweight, scheduled to sail from New York June 24.

* * *

American-Hawaiian line sailings from Boston to San Francisco were increased from one every two weeks to one a week with the arrival in San Francisco of the new motorship CALIFORNIA, 11,000 deadweight tons. Williams, Dimond & Co. are Pacific coast agents of the line.

* * *

The Mexican States line has made Oakland, Cal., a regular port of call. This gives Oakland direct steamship connection with 11 Mexican ports. Increased traffic from the mainland side of the bay in exports to Mexico is given as the cause of the regular calls at Oakland, according to V. O. Lawrence, head of the Lawrence Terminal Co., agent for the line at Oakland.

* * *

With the sailing of the motorship CALIFORNIAN for the Pacific coast recently, the American-Hawaiian Steamship Co., through the United American Lines, Inc., its managing agents, an-

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nounces weekly service from Boston to west coast ports.

* * *

The Eagle Transportation Co. and the Submarine Transportation Co. have entered the intercoastal trade. Each company has six steam freighters to place in the service. There are at present nine companies operating vessels in the intercoastal trade via the Panama canal, more than 70 vessels with a combined deadweight cargo capacity of 650,000 tons being engaged.

* * *

O. A. Gilbert has recently taken over the operation of the American schooners, MARIE DE RONDE and the RICHARD T. GREEN, the latter being about 2400 tons deadweight capacity.

* * *

Indicating the improved outlook on the north Pacific-United Kingdom route, the Furness Prince line late in June resumed service to North Atlantic ports. This company established connections on this route late in 1921 but conditions at that time were so unfavorable that the vessels were transferred to service between north Pacific and Orient. In future the company announces that both services will be maintained.

* * *

After many years in the transpacific service between Vancouver, B. C., and Hong Kong, the Canadian Pacific steamship MONTEAGLE has completed her last voyage to the Orient. She will be succeeded by the new liner EMPRESS OF CANADA. The MONTEAGLE will be used on the Atlantic in future service.

* * *

Another steamship line will be added to the three now giving service out of Norfolk to Pacific coast ports, it has been announced by Hasler & Co., Norfolk agents for M. H. Tracy & Co., whose ships will begin the service early in June. The company has chartered from the Standard Oil Co. four motorships, which will be operated between New York, Baltimore, Norfolk and various west coast ports.

Vessel Transfers

The Luckenbach line has sold the steamer FREDERICK LUCKENBACH, 4490 tons deadweight, to the Castle-Lodge Steamship Co., recently organized at Wilmington, Del., with a capitalization of $500,000. She will operate in the Levant trade, the Imperial Navigation Co., 39 Cortlandt street, New York, being general agent. The vessel will be renamed CASTLE-LODGE.

* * *

The schooner MELISSA TRASK has been bought at marshal's sale by David W. Simpson, ship broker, Boston, for $2625.

* * *

A recent change in registry of the steamer BELVERNON, of the Tri-National Steamship Co., operating between Boston, Halifax and St. Johns, places her under the Panama flag, where heretofore she has flown the Norwegian flag.

* * *

The steamer TUSCAN has been transferred from the Munson Steamship Co. to the Merchants & Miners Transportation Co., Baltimore.

Hawaii To Improve Ports

Hawaii is floating a bond issue of $1,350,000 for harbor improvements in the islands. Money raised by the issue will be used in building new wharves and in dredging in the harbors of Kahului and Hilo. The bonds will bear 4½ per cent, and have been approved by President Harding, and Secretary of the Treasury Mellon, according to A. Lewis, treasurer of Hawaii. Bids for the issue were opened simultaneously in San Francisco, New York and Honolulu.

Shipping Board Liners Cost $6,000,000 Each

PASSENGER ships built by the shipping board after the armistice have already cost more than $130,000,000 according to the board's records. The total will probably reach $140,000,000 as final payments have not been made on several of the vessels only recently completed. This makes an average cost for the 23 ships of $6,000,000, with the seven 502-foot liners costing slightly more than $4,000,000 apiece, while the 16 535-foot liners average slightly less than $7,000,000 each. The board's figures of cost on these liners follow:

New Name	Old Name	Length between perpendiculars feet	Builder	Cost
President Van Buren ...	Old North State..	502	New York Shipbuilding Corp..	$4,084,695.58
President Hays	Creole State	502	New York Shipbuilding Corp..	4,085,573.61
President Polk	Granite State.....	502	New York Shipbuilding Corp..	4,086,027.46
President Monroe	Pan Handle State..	502	New York Shipbuilding Corp..	4,085,516.44
President Harrison	Wolverine State....	502	New York Shipbuilding Corp..	4,085,889.93
President Adams	Centennial State...	502	New York Shipbuilding Corp..	4,088,466.49
President Garfield	Blue Hen State....	502	New York Shipbuilding Corp..	4,088,274.71
President Madison	Bay State	518	New York Shipbuilding Corp..	5,887,111.75
President Pierce	Peninsular State...	518	New York Shipbuilding Corp..	5,887,111.78
President McKinley	Keystone State....	518	New York Shipbuilding Corp..	7,041,552.23
President Wilson	Empire State.....	518	New York Shipbuilding Corp..	7,041,551.44
President Taft	Lone Star State...	518	New York Shipbuilding Corp..	7,016,112.64
President Lincoln	Hoosier State.....	518	New York Shipbuilding Corp..	7,008,964.80
President Harding	Hawkeye State.....	518	Bethlehem Shipbuilding Corp..	6,664,521.20
President Roosevelt	Buckeye State	518	Bethlehem Shipbuilding Corp..	5,992,652.65
President Grant	Pine Tree State....	518	Bethlehem Shipbuilding Corp..	5,494,496.20
Pan America	Palmetto State.....	518	Bethlehem Shipbuilding Corp..	5,318,138.24
Western World	Nutmeg State	518	Bethlehem Shipbuilding Corp..	4,023,107.47
American Legion	Badger State	518	New York Shipbuilding Corp..	7,309,189.37
Southern Cross	Gopher State.....	518	New York Shipbuilding Corp..	7,302,848.15
President Jefferson	Beaver State*.....	518	New York Shipbuilding Corp..	7,317,318.15
President Cleveland	Golden State.....	518	Newport News S.B. & D.D. Co.	6,291,944.92
President Jackson	Silver State	518	Newport News S.B. & D.D. Co.	6,353,232.06
*Ex-Wenatchee				
Total				$130,554,297.28

The Gulf Coast lines have ordered a car transfer vessel from the Dravo Contracting Co., Pittsburgh. The vessel will be named the G. H. WALKER, and will cost about $250,000. She will operate on the Mississippi river between Anchorage and Baton Rouge, La. She will be 340 feet long.

Pittsburgh Traffic Gains

Still suffering from the effects of the coal strike, traffic on the rivers of the Pittsburgh district showed an increase in May over April, according to statistics prepared by the United States engineer's office in Pittsburgh. The total May tonnage was 877,258 as against 725,814 tons in April, a gain of 151,644 tons. The May figure, however, still is considerable under the March tonnage of 2,096,906.

Coal shipped on the rivers in May aggregated 283,747 tons. In April this figure was 336,660 tons while in March it was 1,793,566 tons.

For the first time the May statistics include the listing steel. This amounted to 44,877 tons.

The complete report for May follows:

Commodity	Allegheny river	Monongahela river	Ohio river
Coal	17,370	128,022	138,355
Coke	.....	2,825	1,200
Gasoline	1,000	990	200
Gravel	138,880	94,915	24,590
Iron and steel....	.....	28,112	16,765
Packet cargo	.....	.....	5,670
Sand	137,580	94,862	21,900
Unclassified	210	17,950	5,862
Total	295,040	367,676	214,542

Merge Fleets of Pacific Towing Companies

The fleet of eight tugs of the San Francisco Tugboat Co., better known as the "Black Stacks," passed into the control of the Shipowners' and Merchant Shipowners' association, known as the "Red Stacks," recently. Thomas Crowley, vice president and general manager of the absorbing company, comes by this merger into control of the towing activities of San Francisco bay, being now the largest towboat operator on the Pacific coast and one of the largest in the world. According to Mr. Crowley's announcement the deal was consummated for economy purposes. There will be no change in present towing rates and likewise no change in the directorate of the "Red Stacks." The San Francisco Tugboat Co. was operated by James Rolph Jr., mayor of San Francisco, who, by the merger, becomes the largest individual owner in the new combination.

The eight tugs taken over are the STORM KING, ARAB, HERCULES, RELIEF, GLEANER, TATOOSH, WYADDA and CHIEF. Entire operation of the enlarged fleet is under William G. Darragh, superintendent of the "Red Stacks." With the consolidation of the two towing organizations, Capt. Clem Randall, manager, and Capt. William Gray, port captain, of the "Black Stacks," sever their connections with the company. Captain Randall was in charge of the "Red Stacks" until Mr. Crowley became vice president and general manager in 1918, when Captain Randall joined Mr. Rolph and organized the "Black Stacks." Quarters of the "Black Stack" fleet at Pier 21, San Francisco, will be abandoned and the merged fleets operated from Pier 15, according to Mr. Crowley.

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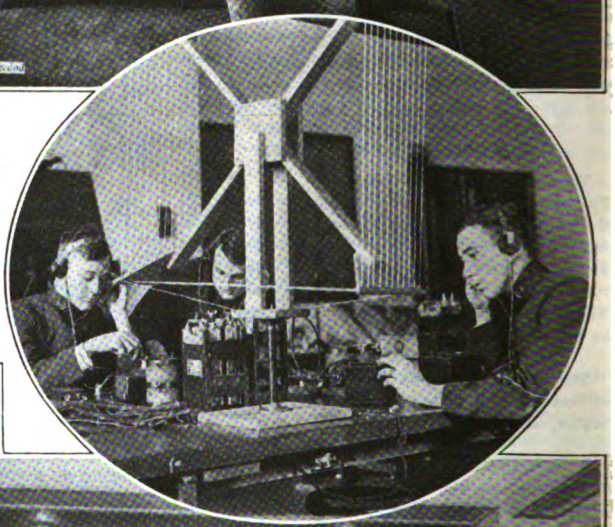
Photographs from Far and Near

A sister ship of the Reliance, shown on opposite page, is the Resolute, also purchased from the Royal Holland Lloyd Line by the United American Lines. These two views show the dining room and winter garden of the Resolute, while below are views of the main lobby, looking toward the winter garden, and a suite de luxe

The new chapel of the naval academy at Annapolis, and, at the right, a few of the students in a radio class at the academy



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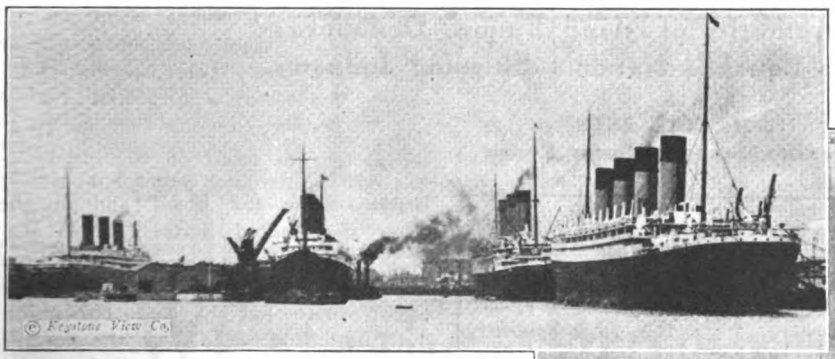
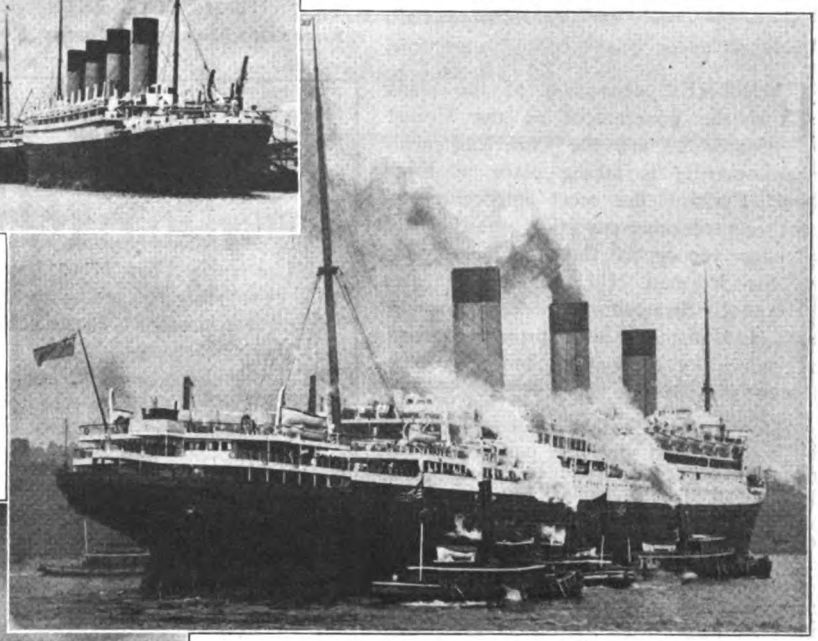
Latest Marine News in Pictures



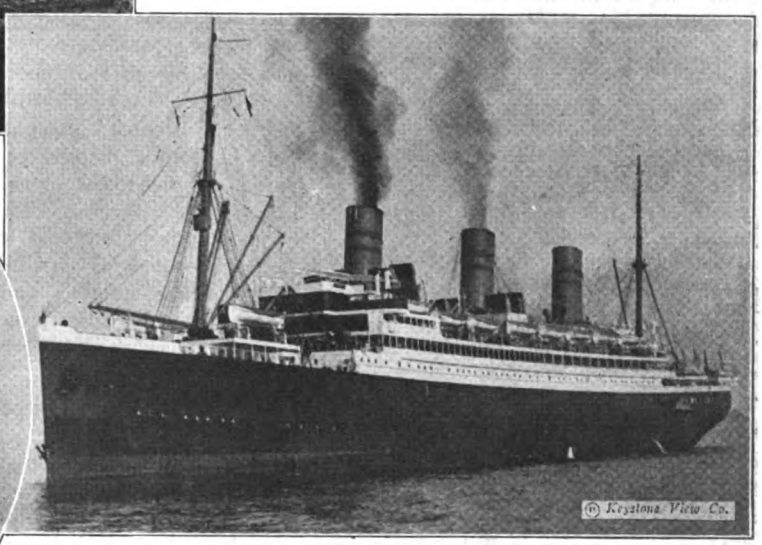
The Majestic, 56,000 tons, largest ship in world, formerly the German ship, Bismarck, and now owned by the White Star Line, as she appeared on her recent arrival at New York

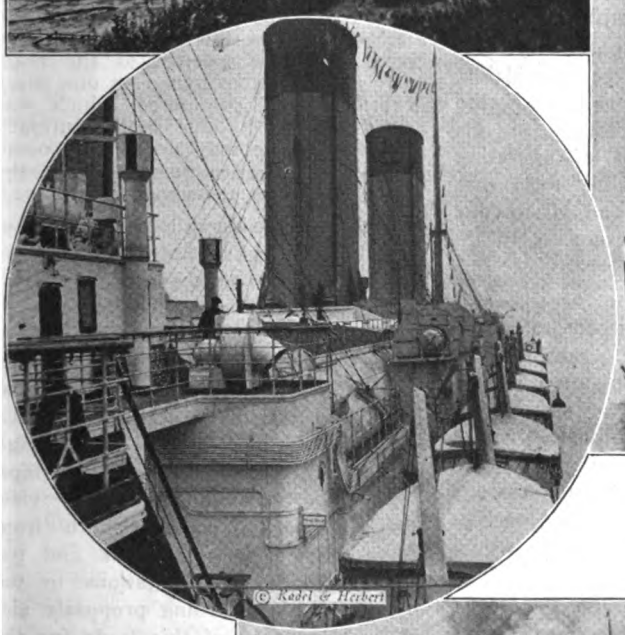
Four of the world's largest liners are here shown lying at Southampton, Eng. The sight of the Olympic, Mauretania, and ex-German ships, Berengaria and Majestic, was one of the most imposing ever beheld at this famous port



Flood time on the lower Mississippi, and the breaking of a levee gave the photographer a chance to contribute this to these pages of marine views

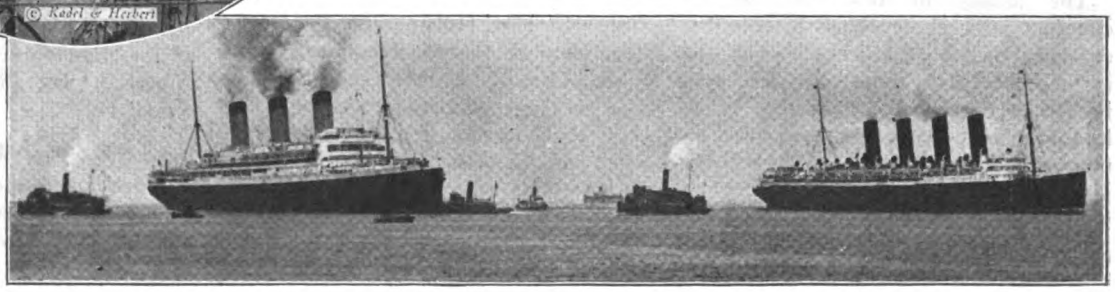
Reliance, purchased from the Royal Holland Lloyd Line, recently arrived at New York, the property of the United American Lines. She was built for South American service





In this unusual photograph the Mauretania, right is shown passing the Majestic, the largest vessel afloat, in New York harbor May 16 at the start and end respectively of a transatlantic voyage

Note the size of the Majestic's funnels in comparison with man climbing up one of them



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British Continue Subsidy Attack

Leading Marine Authority of Island Empire Denounces American Plan To Equalize Nation's Shipping Industry

BY H. COLE ESTEP
European Manager, Marine Review

FURTHER discussion of the plans of the government of the United States to aid the American merchant marine is taking place in England. Perhaps the most important recent contribution to the question is a long report in the London *Times* by Sir Norman Hill, secretary of the Liverpool Steamship Owners association, and member of a prominent firm of admiralty lawyers. Among other things Sir Norman says:

"The United States merchant marine bill at present before congress cannot be regarded as merely shipping legislation, for it raises issues of the gravest moment to all international trade. It is merely a shipping measure insofar as it provides for the granting of subsidies to the American merchant marine, and upon that point international trade is only indirectly concerned. The peril to international commerce as a whole arises from the proposals to provide:—(1) For the granting of differential railway rates, that is of rates so adjusted as to favor cargoes on the way to or from American ships; (2) income tax rebates on the freight paid by American shippers to American shipowners; (3) the doubling of all tonnage dues on all ships, whatever their flag, and the application of the resulting increase in that revenue exclusively for the benefit of American ships; and (4) for the carrying of at least 50 per cent of all emigrants to the United States in American ships.

"The purpose of this discrimination is manifest; it is to confer on American ships a monopoly in the world's carrying trade with the United States. These provisions are founded on the claim that not only its export but also its import trade is exclusively United States commerce, and that, therefore, it is within the competency of the States to confer a monopoly on the ships under the American flag to carry that commerce to and from American ports. To concede such a right to any nation will be disastrous to the international trade of the world."

Monopoly Not Aimed At

The fallacy of this argument in common with many other British discussions on this subject lies in the assumption that the American proposals are designed to put the American merchant marine in a position to monopolize the foreign trade of the United States. As every American knows this is not true. The rather modest proposals of President Harding are designed merely to equalize the excessive cost of operating American ships compared with the cost of operating British, Japanese and vessels of other nations. Unavoidably, owing to the higher standard of life among the working classes in the United States, the cost of operating American ships is greater than that of any other country, and all anyone expects the Harding proposals to do is to equalize this difference.

It is true that some over-zealous partisans of the American merchant marine program have said things which might have been misconstrued in foreign countries, but as a matter of fact if the Harding proposals should give even half of the American foreign trade to American ships the government and the American shipping interests undoubtedly would be well satisfied.

Sir Norman Hill points out in an able manner that international commerce cannot be the exclusive concern of any individual nation, and says that if the United States insisted on handling all of its cotton exports in American ships the British Empire would have equal right to handle all of its great wool traffic in British ships, in the one case Great Britain being the buyer and in the other the United States.

Along these purely economic lines there is a good deal of force in what Sir Norman has to say. He points out that before the war the foreign trade of the United States increased in value 50 per cent in 10 years and that this trade enjoyed low freight rates in foreign ships. Elaborating on this theme Sir Norman says:

"Incidentally, it may be noted that through out this period of 10 years, the merchant marine of the United States employed in international trade was almost negligible and that it did not increase, but there was no other country better served by the open freight market both as to the quality of the shipping employed or the freights charged than the United States, and there is not a shadow of suspicion that the carrying power of the ships was employed to direct or restrict the free flow of commerce with the States.

"We may wonder at a nation with the open freight market at its disposal, contemplating the payment to its shipowners of subsidies such as have never been granted to any nation—subsidies which will represent an annual return for 10 years of from 10 per cent and upwards, according to speed, on the market value of the ships. With our recent bitter experience of the reactions of state interference on our share in international commerce, which was never foreseen by our well-intentioned government, we may dread the consequences to that commerce which the United States is endeavoring to serve."

There is considerable truth in these remarks, but what Sir Norman does not point out is that a great manufacturing nation of over 100,000,000 people cannot allow its own merchant marine to sink to the level reached by the American merchant marine just prior to the outbreak of the war when less than 10 per cent of our foreign trade was carried in American ships. From the American point of view this situation is unsound both from the standpoint of economics and national defense, but allegations to the effect that the Harding proposals aim at the monopoly of this trade for the American flag should be emphatically repudiated.

Turn the Argument Around

American business men, bankers, and shipowners realize that Europe must liquidate a portion of its indebtedness to the United States through such

Reaction Is Gage

SOMEONE has said the best way to measure the possible effect of proposed American developments is to gage their reaction upon foreign nations. That being true, the plan of President Harding for a real American merchant marine should be highly successful, judging from the expressions coming from foreign shipowners and operators. In the accompanying article Mr. Estep, as an American observer in Europe, presents a clear interpretation of an Englishman's reception of President Harding's plan. MARINE REVIEW *in its June issue published the views of some others. As part of its service to the American marine industry,* MARINE REVIEW *will continue to print from time to time expressions of leading foreign authorities on the merits and effects of the proposed American shipping aid program.*

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services as shipping, insurance, etc. But to turn the argument around, can Europe even under these circumstances logically argue that American foreign trade should be monopolized by European shipowners?

Sir Norman Hill closes his article with a strong plea for equal opportunity in the following words:

"There will be room in the world, in free and open competition, for the American merchant marine if, working together, we can re-establish international credit and thereby international commerce; but no heavier blow can be struck against the re-establishment of international commerce than the denial of equality of opportunity to all ships, under all flags, in all ports of the world."

This is a sentiment which all Americans interested in the upbuilding of the merchant marine of the United States can subscribe to. The difficulty at present and in the past has been that American ships have been denied equal opportunity on the high seas owing to excessive operating costs and the competition of strong foreign shipping interests throughout the world, backed by highly organized mercantile organizations. All that level headed Americans look forward to is an equal opportunity for their ships.

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

A BILL has been introduced in parliament on behalf of the Midland Railway Co., by the Port of London Authority, in connection with a scheme to build a large passenger liner terminal at Tilbury, 25 miles down the Thames from London. It is understood that construction work will start at a comparatively early date. The bill involves construction of a floating landing stage similar to the Princes stage at Liverpool, 2000 feet long by 80 feet wide with the necessary bridges, booms, pontoons, floating tenders, platforms, etc. It will involve the closing or diversion of roads, the acquisition of the requisite lands, and the demolition of the existing landing stage and pier at Chadwell St. Mary. In addition to these works, the port of London Authority proposes to undertake the erection of a customs baggage hall, 450 feet long by 92 feet in depth facing a new circulating area which the Midland Railway Co. is to construct to the south of its Tilbury station. The construction is also proposed of two new private roads and several bridges and piers for vehicles and foot passengers. The railway company on its part seeks power to undertake the construction of new tracks, platforms, private roads, and a public road 30 feet wide from the footbridge over the railway in Ferryroad to a point 700 feet west of the World's End inn, also an addition to the landing stage 150 feet x 80 feet. When completed this terminal will greatly facilitate the handling of passengers in and out of the port of London. It is expected that the new work will cost $4,500,000.

* * *

THE Chamber of Shipping of the United Kingdom has issued a public communication in which it is pointed out that as business men cannot sue sovereign states owning ships, in the case of damage by collision, etc., legislation should be passed to compel governments owning ships to submit to the ordinary jurisdiction of their own and foreign courts, thus permitting these courts to exercise their usual functions in connection with admiralty cases. This is aimed chiefly at the Commonwealth line operated by the government of Australia which is giving a good deal of trouble in British ports. This question is becoming so important that the Association of British Chambers of Commerce at its annual meeting in May unanimously passed a resolution favoring international consideration of the subject, and the Comite Maritime International has agreed to discuss the question at its next conference which will be held in London in October.

* * *

OVER $5,000,000 in gold and silver was lost on the steamship EGYPT when she collided with the French cargo steamer SEINE in the English channel on May 20. This included gold bars with a total value of £674,000, gold coin to the value of £165,000, and silver bars to the value of £215,000. The loss was insured at Lloyds and is one of the heaviest that has ever fallen on Lloyds underwriters. The premium paid by the P. & O. Steamship Co. was only 1s 9d per £100, or 0.09 of 1 per cent. Since the vessel lies in 390 feet of water there is not much hope of salvaging the gold and silver.

* * *

A GRAVE position has just arisen in the White Sea owing to the capture by the soviet of Norwegian vessels fishing with the 12-mile limit, and the Norwegian fishermen in turn carrying off two soviet revenue men to the Norwegian port of Vadso, as hostages. Shots have been exchanged in the same region, and H. M. S. HAREBELL is reported to have bouyed out the 3-mile limit, and is standing by the British fishermen. The difficulties of the Norwegian fishing industry thus threatened has compelled the Norwegian government to subsidize the fishermen and sign a fish supply treaty with the soviet. Indirectly the English fishing industry is concerned, owing to the Scandinavian fishing fleets having now invaded English grounds, and the dumping of the fish in British east coast ports may cause trouble. The Danes have already protested that English fishermen have wilfully damaged their vessels and nets.

Black Sea Trading Still Continues Dull

The probability of exports on a large scale from the Russian Black sea ports being realized again in the near future is rather remote. At present obviously there can be no talk of wheat exports, nor will there be for several years. A little ore is being exported, mainly from Poti, but owing to the inclusion of unreasonable freight clauses in the contracts for the transport of goods of that nature, these orders are anything but an acquisition to shipowners. From the large oil fields in Georgia no movements can be expected in the near future, owing to "transport to the sea" conditions being in a hopeless state. As regards the other countries abutting on the Black sea, no calculations at present as to their export and import possibilities could be made on a definite basis. Roumania for instance ought to have been able to export large quantities of wheat and oil this season but state restrictions have hindered any trade of consequence. The Danube route which normally takes up a large tonnage as a result has been a great disappointment to vessel owners. Vessels are subjected to heavy dues to the inter-allied Danube commission. A 7000-ton ship, for example, has to pay

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no less than $6000 in order to pass in and out of the Danube mouth, which is unreasonable, as the Suez canal dues are only a little more.

Constantinople has become an important port for ships bound for the Black sea, but generally the city itself presents few opportunities to shipping. Exports are immaterial and only coal is of any import consequence. If one studies eastern conditions and compares them for example with those obtaining in the western portion of the Mediterranean it can be seen at once that wherever one turns there is not much basis for optimism among shipping men. Cyprus has certainly considerable export business, while Asia Minor for the time being, is of no consequence, as the Turco-Greek war has laid a dead hand on all industry. Smyrna, in the view of the shipping world, has lost all consideration and from what may be gathered out there, the general opinion is she will hardly ever regain her earlier status if she passes to the Greeks. Hopes of a sort were directed to the Syrian coastal market, but for the moment there is practically no life to be seen. There is a large seasonal fruit export, but some of the ports are badly equipped and protected, and shipping risks therefore are great.

Pushes Law Attacking Marine Bribery

THIRTY-NINE national associations, representing as many industries and running the entire gamut of business, are co-operating with the American Ship Service Corp. in support of house bill No. 10,159, seeking to check commercial bribery, and thereby have given visible support and open approval to the principles prompting the gratuity-elimination campaign of the corporation. Passage of the bill, which already is through the house, will greatly strengthen the hands of the corporation. What appears to be the strongest feature of the bill, that granting immunity to those who turn state's evidence and thus affording opportunity for exposure without fear of recoil, was early urged and supported by the corporation.

While throwing its strength behind any move to eliminate commercial bribery in any form and in any industry, the corporation's primary endeavor is to attack the situation presented by the shipping industry. Originally the corporation trained its guns upon the payment of cash, the presentation of valuable gifts and the lavish entertainment of officers of ships by ship chandlers, supply houses and repair interests to obtain their business. Now a somewhat different phase is presented by the exaction of money by some steamship agents from these same chandlers, repair houses and supply men for the placing of business with them.

In its campaign the corporation has the backing of all interested parties. Its membership includes ship chandlery, ship repair, dry docking, steamship agents, manufacturers, wholesalers of foods and meats and provisions, davit and special equipment, laundry, marine paints and varnishes, hardware jobbers, marine bank, wholesale grocer, deck and engine requisites, steamship owners and kindred interests. The evil resulting from the practices in the marine field rebounds upon all, it is felt, hence the varied sources of support. In urging support of the commercial bribery bill the chairman of the house judiciary committee stated that "the bribe is added to the price of goods and is passed on to the consumers, who are helpless to protect themselves." Herein, it may be seen, is the public interest.

The truism that something cannot be had for nothing is especially forceful in the marine industry, the corporation has learned. Whenever a ship chandler spends several hundred dollars upon a captain in order to obtain his order for supplies and repairs the chandler, of necessity, must recoup his expenditure. The door thus is opened to short weight, skimped repairs and defrauding in general. The moral effect upon both parties to the transaction is obvious. The corporation is certain its efforts to eliminate these practices not only will relieve the steamship owners of waste in overhead costs of operation but also, and more particularly, will be financially beneficial to the ultimate consumer. The corporation believes the great majority of marine supply houses prefer to do business on a strictly above board basis provided their competitors permit them to.

On the Great Lakes the custom of giving gratuities to officers of ships has long since been eradicated. In the 15 months the corporation has been active it has proved to its membership, the growth of which is mute evidence, that literally millions can be saved annually by the awakening of a salt water conscience. One estimate has it that the possible saving is greater than the amount the national administration would dole out annually in ship subsidies. In Great Britain the result of a somewhat similar campaign has encouraged an even more vigorous house cleaning.

Since the inauguration of its campaign the corporation has been confronted with the suggestion that supply houses have experienced a great reduction in foreign business, a reduction greater than the world wide depression in shipping would account for. Complaints that ship officers are holding back their business for European supply houses because of changed conditions in American ports have been looked into, officers of the American Ship Service Corp. assert, and found wanting.

An English shipowner is quoted by the corporation as stating that he is now buying all sea stock for his company in England because his company has its organization there to prevent corruption in connection with the repairing and provisioning of its vessels. He stated that it had been his experience that some American firms had been giving poor grades of commodities in supplying ships and that even where the stocks might be cheaper in price the invoice aggregated higher in the end, as it had been learned, because of gratuities given and short weight and count resulting. This, the corporation declares, is proof that the foreign shipowner has slowed down his purchases of sea stock in American ports because of the practice of giving gratuities and not because of the effort to check the practice.

The corporation, of which John H. Menge, of the Menge Marine Hardware & Supply Co., New Orleans, is president, was incorporated under the laws of Louisiana on Nov. 10, 1920, and its organization completed in the following February. Harry A. Black, of the Black Hardware Co., Galveston, Tex., is first vice president; E. W. Cubbedge, of the Marine Hardware & Supply Co., Savannah, Ga., second vice president, and C. E. LaVigne, Washington, secretary-treasurer

Membership dues support the corporation and its members take the pledge that no gratuities, systematically lavish entertainment, so-called commission, or any other thing of value, will be given to any person whatsoever, directly or indirectly, to influence the placing of orders in connection with the shipping business. Expulsion is the penalty for any violation of this pledge. Main offices of the corporation are in Washington.

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

EDWARD C. COLLINS, who has resigned as vice president of the Pittsburgh Steamship Co. to become assistant to Horace S. Wilkinson, chairman of the board of directors of the Crucible Steel Co. of America, has devoted practically his entire business career to iron ore shipping on the Great Lakes. His first contact and experience with shipping conditions on the lakes was gained with the firm of M. A. Hanna & Co., Cleveland, with which he started as an office boy in 1892. When the Carnegie Steel Co. in 1897 undertook to handle its own ore he joined that organization. The Carnegie Steel Co. then had become an operator of lake vessels through its acquisition of a three-quarter interest in the Lake Superior Iron Co., carrying with it a fleet of four boats. In 1899 the Pittsburgh Steamship Co. was organized as a subsidiary of the Carnegie Steel Co. The fleet of this company was originated by the buying of several vessels and the subsequent building of others. Operations were carried on under the direction of E. S. Mills as general manager of the Pittsburgh Steamship Co., and Mr. Collins worked under his direction. When the Steel corporation was formed in 1901 and the Pittsburgh Steamship Co. became a separate subsidiary, Mr. Collins was given the title of general agent. In 1904 he was made traffic manager and several years later, vice president in charge of traffic, the position which he has held up to the present time. Mr. Collins has been prominent in the organization affairs of lake vessel operators. He is chairman of the welfare plan committee of the Lake Carriers' association, and alternate member of the executive committee and a member of the board of directors of that organization.

Mr. Collins will take up his new duties about Aug. 1 and will have his headquarters at New York. His offices will be in the National City building.

* * *

SAUNDERS WRIGHT, formerly manager for Callaghan, Atkinson & Co., Norfolk, has been appointed manager for Harriss, Magill & Co., in succession to VIHL DICHMANN recalled to New York, where he will take active charge of the operations of the company. Mr. Dichmann, vice president of Harriss, Magill & Co., has been manager of the Norfolk office for the past two years. His return to New York was due to the death of President LaFenta of the company. Mr. Wright has been assistant to Mr. Dichmann since the closing of Callaghan, Atkinson & Co.'s Norfolk office about four months ago.

* * *

ALFRED W. PEELER has been advanced to the presidency of the Overseas Corporation, Ltd., succeeding the late

E. C. COLLINS

Charles F. Hebenstreit who was recently killed in an accident. The company maintains headquarters in Seattle with branches in the Orient and New York.

* * *

F. T. SATTERFORD, until recently manager of the lumber export department of Carstens & Earles, Inc., importers and exporters, has resigned to organize the Satterford Export Lumber Co., with headquarters in Seattle. This firm will specialize in the Japanese lumber market.

* * *

W. H. PETERS, formerly superintendent of the Rainier National park and for several years connected with the army engineer's staff at Portland, has been selected as manager of the port of Grays Harbor, assuming his duties May 29.

* * *

M. D. Keeney, Seattle shipping man, has organized the National Commercial Corp. of which he is president. This company succeeds the Inter-Ocean Trading Co. and represents Mikama & Co., Japanese ship owners. Branch offices are established in Kobe, Tokio and Shanghai.

* * *

H. M. GALLAGHER, chief assistant to the general manager of the port of New Orleans, has resigned and will go to Charleston, S. C., to be manager of the port. Mr. Gallagher served a short time as chief engineer for the New Orleans port commission.

* * *

HARRY BROWN resigned as a director and as technical manager of the Bethlehem Shipbuilding Corp., Ltd., effective June 1, 1922, and has left for an extended vacation. His resignation has been accepted with regret by his associates in the Bethlehem company.

* * *

WILLIAM H. WOODIN, president of the American Car & Foundry Co. who recently returned to this country after attending the International Railways conference at Rome, has been elected a director of the American Ship & Commerce Corp.

* * *

HENRY PENTON, naval architect and marine engineer, Cleveland, has been made a member of the committee on engineering of the American Bureau of Shipping, especially representing the Great Lakes. He was in charge of the lake shipbuilding district for the government during the war.

* * *

MICHAEL J. DONAHUE, for the past 15 years identified with the Cunard Steamship Co., Boston, tendered his resignation recently.

* * *

WILFRED O. WHITE of Kelvin & Wilfred O. White Co., Boston, is a member of the directorate of the newly organized firm of Kelvin, Bottomly & Baird, Ltd., of Canada.

* * *

HUGH MCKENZIE has been promoted from assistant general passenger agent to general passenger agent of the Pacific Steamship Co. with headquarters at Seattle. Mr. McKenzie succeeds E. G. MCMICKEN recently advanced to the position of passenger traffic manager of the same organization.

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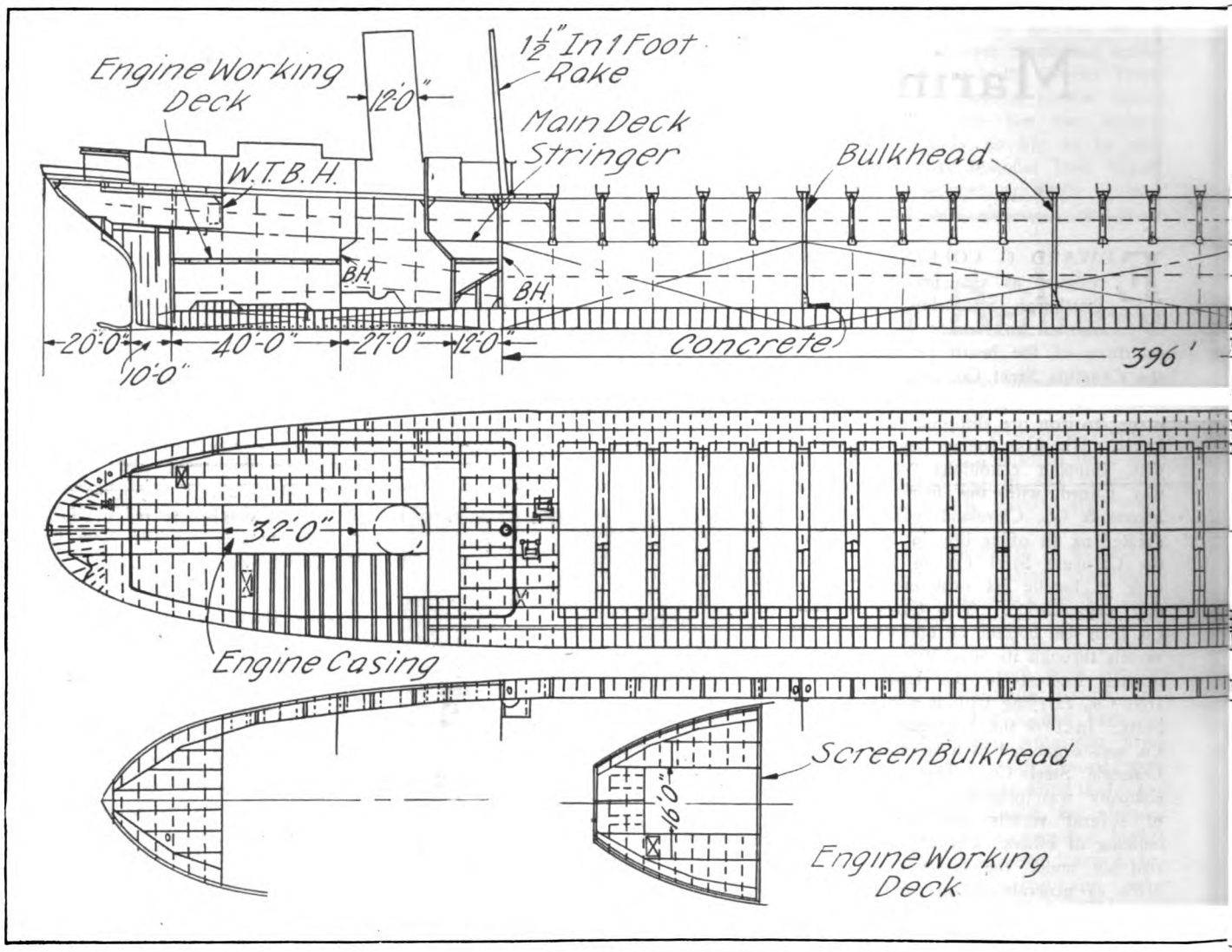


Keel Laid for New Lake Bulk Freighter

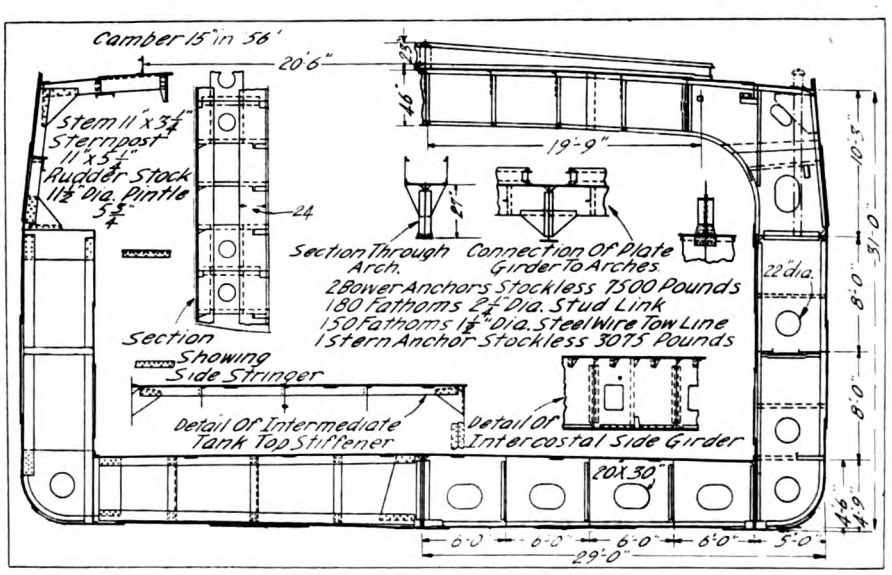
Canadian steamship interests were the first to break the extended lull in Great Lakes shipbuilding work when the Mathews Steamship Co., Ltd., placed a contract with the Port Arthur Shipbuilding Co., Ltd., for a 550-foot bulk freighter. The keel for the vessel was laid May 10 and the ship is to be delivered Sept. 15, this year.

This vessel is of the single deck bulk freight type, with 31 hatches, spaced 12 feet centers, equipped with sliding covers, and 550 feet long by 58 feet beam by 31 feet deep, and of about 10,000 tons carrying capacity. The power plant consists of a vertical triple expansion engine, with cylinders 25½ x 41 x 67 x 42-inch stroke, to be arranged with high pressure cylinder in the center, and will be furnished with steam by three Scotch boilers, 13 feet 6 inches diameter by 11 feet 2 inches long, containing three Morrison type furnaces, each, and working under 185 pounds steam pressure.

One of the special features included in the construction is the separation of the side hoppers from the water bottom, by continuing the hopper side plates down the tank top to bottom shell plates where water tight connection is made. The water ballast for side tanks is then handled through separate lines of pipe leading directly to the manifold. By this method of construction, the ballast tanks are divided into four compartments athwartships, and the same number fore and aft, not including the peaks or engine room spaces and practically eliminating the possibility of dangerous list.

As the vessel will be employed chiefly in the grain trade, the cargo hold is divided into six compartments, ranging in capacity from 60,000 to 70,000 bushels.

The crew's quarters are laid out with special thought for convenience and sani-



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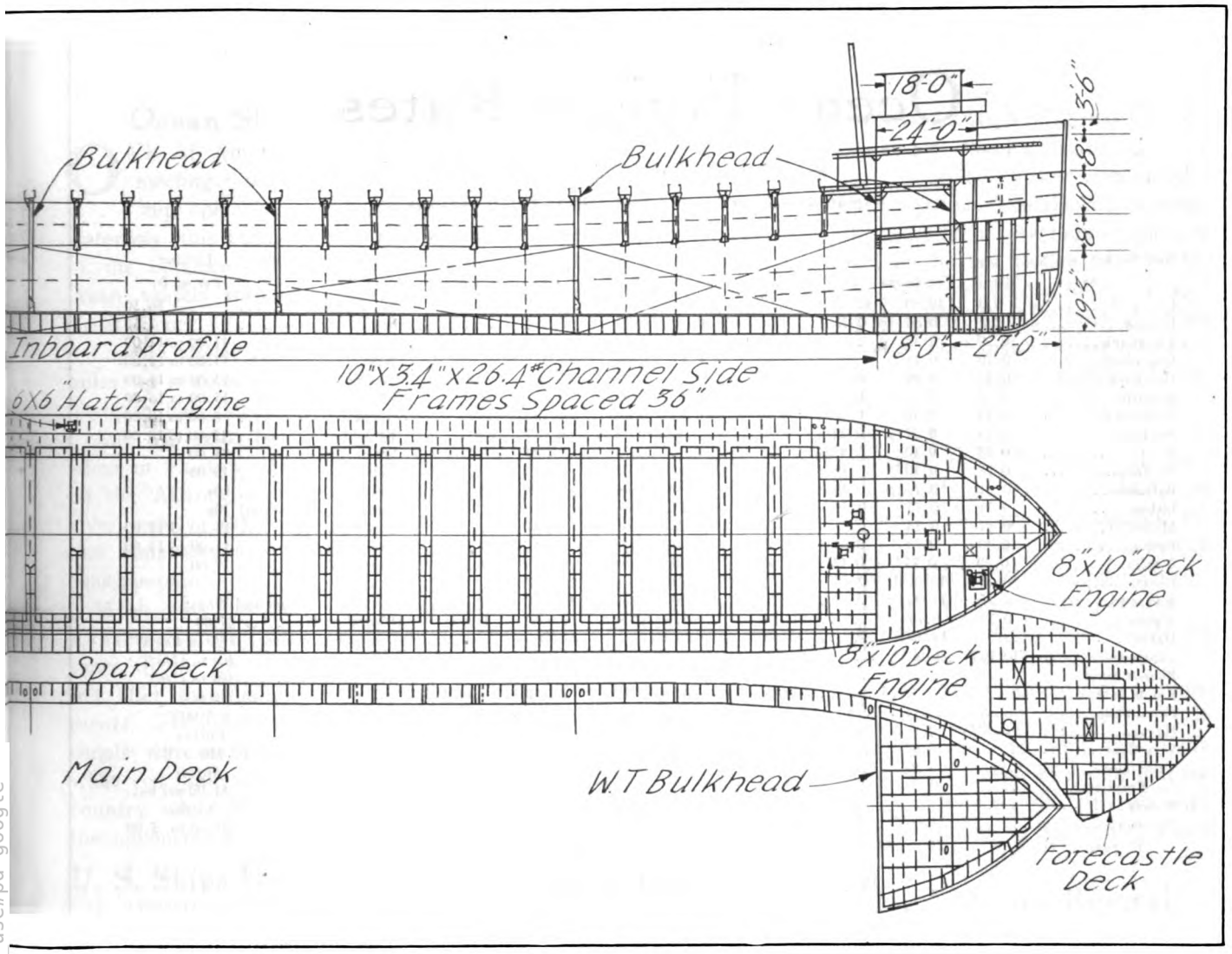
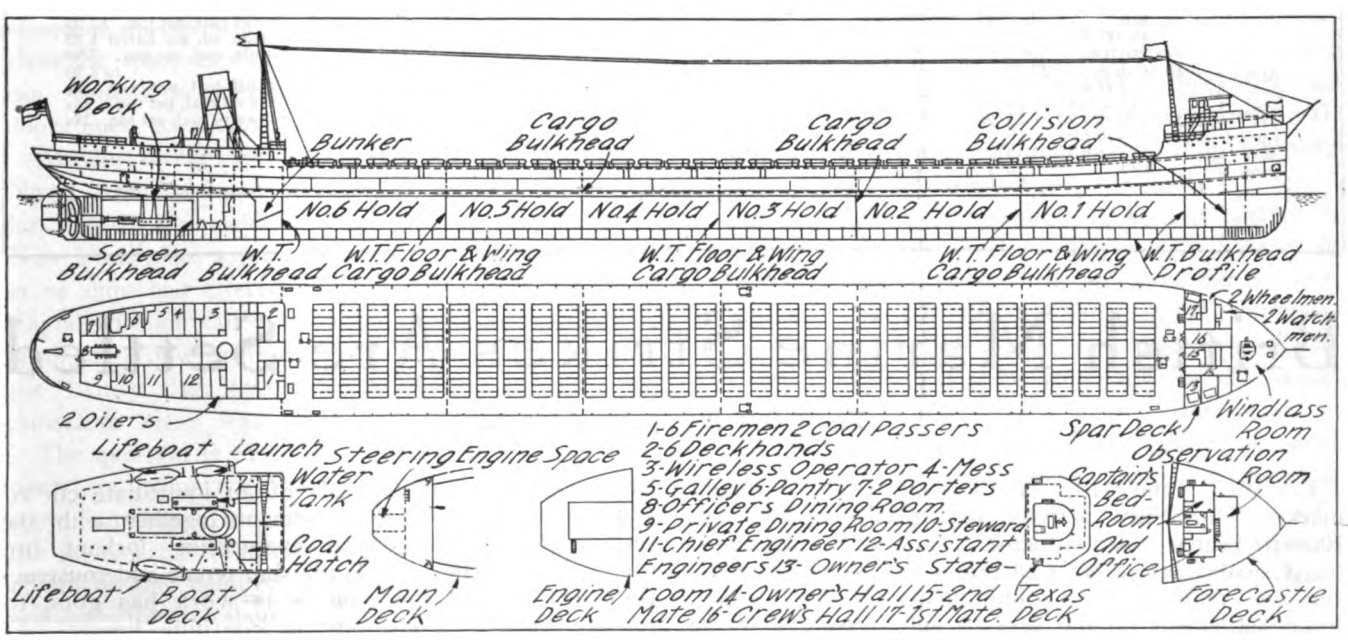


tation, all the quarters being on deck and each set of rooms being laid out ensuite with sleeping quarters, bath and toilet, in addition to which the captain and chief engineer have offices adjoining their compartment. Passenger accommodation will include two large state rooms with bath and stairway leading to observation room on forecastle deck.

The steering gear will be of direct screw arrangement type, located aft with shaft control from wheelhouse, as well as the hand and steam emergency gear on top of after deckhouse.

The main whistles will be operated by hand pulls and electric and hydraulic arrangement.



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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to June 9, 1922, on Future Loadings

New York to	Grain	Provisions	Cotton (H.D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel	Coal from Virginia cities
Liverpool	2/0	$0.60	$0.25	$0.17	$0.40	$0.75	$7.00T	.....
London	2/0	0.60	0.25	0.17	0.40	0.75	7.00T	.....
Christiania	$0.20	0.35	.....	0.25	0.45	0.90	7.00T	.....
Copenhagen	0.20	0.35	.....	0.25	0.45	0.90	7.00T	.....
Hamburg	0.13	0.20	0.25	0.18	0.45	0.82½	7.50T	.....
Bremen	0.13	0.20	0.25	0.18	0.45	0.82½	7.50T	.....
Rotterdam	0.14	0.30	0.22½	0.19	0.40	0.75	4.50T	.....
Antwerp	0.14	0.27½	0.22½	0.19	0.40	0.75	4.50T	.....
Havre	0.18	0.40	0.42½	0.23	0.40	0.75	9.00T	.....
Bordeaux	0.18	0.40	0.42½	0.23	0.40	0.75	9.00T	.....
Barcelona	0.21	0.75	0.40	7.00T	—20.00T	—	8.00T	.....
Lisbon	0.21	0.75	0.75	6.00T	—20.00T	—	8.00T	.....
Marseilles	0.21	0.55	0.75	6.00T	—20.00T	—	7.00T	.....
Genoa	0.20	0.75	0.42½	0.42½	0.50	1.00	9.00T	$4.25T
Naples	0.20	0.75	0.42½	0.42½	0.50	1.00	9.00T	4.25T
Constantinople	0.25	15.00T	0.75	0.25	—20.00T	—	12.00T	.....
Alexandria	0.25	15.00T	.....	0.25	—20.00T	—	12.00T	.....
Algiers	0.25	0.75	.....	0.35	—22.00T	—	12.00T	4.25T
Dakar	.....	14.50T	.....	15.00T	—20.00T	—	10.00T	.....
Capetown	10.50T	20.00T	.....	15.00T	—20.00T	—	12.50T	.....
Buenos Aires	.....	.....	.....	.....	—20.00T	—†	6.00T †	3.85T
Rio de Janeiro	.....	.....	.....	.....	—12.00T	—†	7.00T †	3.85T
Pernambuco	.....	.....	.....	.....	—19.50T	—†	9.00T †	4.25T
Havana	0.17½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*	1.40T
Vera Cruz	.....	0.45	.....	0.20	0.45	0.90	0.35	2.50T
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T	4.50T
San Francisco	.....	0.60	.....	0.85	...	.....	0.60	.....
Sydney	.....	.....	.....	.....	20.00 to 25.00		11.50	.....
Calcutta	.....	21.00T	.....	.....	—21.00T	—	18.00T	.....

T—ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.50
South California	7.50
Hawaiian Islands	11.00 to 12.00
New Zealand	13.00 to 14.00
Sydney	13.00 to 14.00
Melbourne-Adelaide	15.00 to 16.00
Oriental Ports	8.00 to 10.00
Peru-Chile	15.00 to 18.00
South Africa	21.00
Cuba	18.00
United Kingdom	90s
United Kingdom (ties)	70s
New York	12.50 to 14.00
New York (ties)	11.00 to 12.00
Buenos Aires	17.00
Flour and Wheat	
Oriental ports	$5.00
U. K and Continent	37/6 to 40s T
Scandinavia	40s to 42/6 T
Mediterranean	40s to 42/6T
Steel	
Oriental ports	$ 5.00T
Cotton	
Oriental ports	$10.00T
Apples	
United Kingdom	$1.00 per box
Copper	
Oriental ports	$4.50 to 5.00

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	28	6
Coal, South Wales to Near East	14	0
Coal, Newcastle to France	5	8
Coal, South Wales to Buenos Aires	13	6
Iron ore, Bilbao to Middlesbrough	6	6
General British market, six months time charters, per ton per month	4	6

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Apr. 6, 1921	$6.40 @ 6.75	$1.95	6.5 cents
July 8.....	5.75 @ 6.25	1.45	5.25 cents
Oct. 4.....	5.85 @ 6.15	1.45	5.25 cents
Jan. 9, 1922	5.50 @ 5.90	1.25	5.50 cents
April 6.....	5.30 @ 5.90	1.16½	4.75 cents
May 4.....	6.25 @ 6.75	1.16½	4.75 cents
June 9.....	8.20	1.26½	4.75 cents

At Philadelphia

	Coal per ton	Fuel oil per barrel	Diesel oil per gallon
Apr. 7, 1921	$5.75 @ 6.00	$1.98	5.7 cents
July 7.....	4.90 @ 5.45	1.47½	4.5 cents
Oct. 6.....	*6.10 @ 6.25	1.80	4.25 cents
Jan. 9, 1922	*5.10 @ 5.35	1.50	5.00 cents
April 10..	*5.90 @ 6.25	1.05	4.25 cents
May 4....	*6.50 @ 6.75	1.09	4.25 cents
June 9....	*8.00 @ 8.50	1.12	4.25 cents

*Trimmed in

Other Ports

Boston coal, per ton,	$8 00
Boston, oil, per barrel	1.20
Seattle, coal, per ton.	7.50 to 8.50
Cardiff, coal, per ton.	21
London, coal, per ton.	28s
Antwerp, coal, per ton	28s

British Marine Strikes Are Settled

From Our European Manager

London, June 14, (by cable).—Ocean freight markets show less activity particularly in the Far Eastern routes. The Chinese revolution has depressed the Oriental services. Charterers in the River Plate run are confining their commitments to July loading. Final settlement of the Mersey ship repairers' strike has been made on the basis of an immediate cut of 13s 6d weekly. This adjustment together with the settlement of the general engineering lockout improves slightly the outlook for ship repair and construction, a factor of importance as work has gone to foreign yards. Coal exports continue heavy.

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Editorial

Ocean Ships on Inland Waters

ONE of America's big industrial leaders tells of meeting Capt. Robert Dollar, the famous Pacific ship operator. In discussing the St. Lawrence waterway, this business man referred to the argument of the opponents that it was not practicable to run ocean vessels through the river and canals to the Great Lakes.

Captain Dollar replied "I am running my ships 1600 miles up a river in China, a river that is difficult to navigate too, but we are running them successfully."

And this same leader tells of his personal discovery when in Panama, that Peru's second largest port was on the Atlantic, the city of Iquitos on the Amazon river, nearly 2000 miles from the ocean. The Booth line runs steamers regularly between this port and Southampton.

Much that has been argued in favor of the St. Lawrence project has been remarkable for the absence of marine business sense. But that fact does not alter the quality of many of the rebuttal arguments. Sectional disputes are only the froth, and the canals will be built or will not be built according to what economic necessity decides is best for the entire country. And the burden of proof is more difficult for the opponents than for the proponents.

U. S. Ships Hurt by Measurement Rules

AMERICAN vessel operators have been handicapped for years through the different rules pursued in measuring their ships compared with the more liberal policy of foreign officials. The chief difficulty and handicap arises from the American policy of levying tolls for closed-in deck spaces which foreign officials on foreign ships construe as open deck spaces, exempt from tolls. An open door to one of these closed-in spaces will lead the foreign admeasurer to class the space as exempt from tolls while the American regulations class such space, with or without the doors open, as a closed-in space which must pay tolls.

At the recent spring meeting of the Society of Naval Architects and Marine Engineers, Captain Dollar recited an incident which had occurred in his New York office a few days earlier. A prospective seller of ships had offered him a certain American vessel. Captain Dollar called his attention to the fact that a sister ship, now operated by the Dollar interests under the British flag, was rated at 4000 tons while the American vessel was classed at 5000 tons.

The question is of constant importance to American operators using the Panama canal, and has become more important since the tremendous development of the intercoastal traffic between the Atlantic and Pacific coasts of this country. The handicap is unnecessary and harmful and should be removed.

Finding Work for High Priced Men

WHEN the present shipping board took office a year ago, Chairman Lasker announced his intention of getting experienced assistants, even though the cost were high. A study of the salary records of the board in the last twelve months shows that Mr. Lasker has fully carried out his intention—at least with regard to the cost. And in fairness, it must be admitted that he has filled many of the board's offices with men of sufficient marine experience to know that 'stern' is a common noun and not merely an adjective.

Seepage of information from the board's offices indicates that even some of the highest priced assistants are not functioning with complete efficiency. With so many ships idle, with the inefficient operators culled out and with the board selling practically no ships, the assumption is that work is not overly pressing. So consequently much of the petty office details have been gradually forced into the 'front offices.'

Much good has been accomplished by a number of shipping board employes in the last year. If they have accomplished their work so well that nothing more remains to be done, they should resign and make room for a corps of salesmen who can accomplish the board's real job of selling its ships and shutting up shop.

Orders Reveal Marine Revival

AUTOMOBILE plants have come back with a vigor which is astonishing every student of American business. Last winter, this industry was flat. In May, a new record for production was made. Other industries, while less spectacular in their revival, are mending. Steel is much stronger while building is exceptionally heavy.

Along with this improvement, has been the steady gain in the marine field. As the industry most stimulated by the war's peak demand, shipbuilding and shipping fell hard when the reaction came. The abundance of construction capacity and of completed ships was too much to absorb.

But shipbuilding is showing signs of a healthy restoration to a plane of activity higher than prewar. Inquiries continue heavy and are slowly taking the form of orders. Legislative conditions at Washington—waiting on the subsidy bill—are a deterrent influence but every indication is promising both for the passage of this bill and of the placing of ship contracts.

Lake shipyards have built up a group of orders which is not only encouraging but is indicative of more business to be placed within the next few months. Shipping prospects on the Great Lakes are tremendously improved and on the ocean are better. The industry is headed in the right direction.

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Directory of American Shipping

Addresses, Operating Officials, Vessel Tonnages, and Domestic and Foreign Services of Leading Steamship Companies

I. H. Aiken Towboat & Barge Co., Inc., 810 Palafox St., Pensacola, Fla.
Line—Aiken Tow Boat & Barge Co., Inc.
Operating Manager—I. H. Aiken.
Ships owned—5 tugs, 10 sea-going barges; net tonnage 4723.
Home port—Pensacola, Fla.
Ports served in United States—Gulf ports.
Ports served in foreign countries—Cuban and West Indies.

I. H. Aiken Transportation & Towing Co., Inc., So. Palafox St., Pensacola, Fla.
Line—I. H. Aiken Transportation & Towing Co., Inc.
Operating Manager—I. H. Aiken.
Ships owned—1 tug, 1 sch. barge; net tonnage—1135.
Home port—Pensaloca, Fla.
Ports served in United States—Gulf and Atlantic.
Ports served in foreign countries—Cuban, Mexican and West Indies.

Alaska Portland Packers' association, Yeon Bldg., Portland, Ore.
Operating manager—F. A. Daly.
Freight manager—F. A. Daly.
Ships owned—2.
Shipping board vessels operated—none.
Home port—Portland, Ore.
Ports served in United States—Ships used in canning business only.

American & Cuban Steamship Line, Inc., 39 Cortlandt street, New York.
Line—American & Cuban Steamship Line, Inc.
Operating manager—A. B. Lewis.
Freight manager—H. L. Charlewood.
Ships owned—6; net tonnage—12,000.
Ports served in United States—N. Y.
Ports served in foreign countries—Havana Cuba. Other Cuban ports as freight offers.

American Petroleum Co., Inc., 1415 Carter building, Houston, Tex.
Operating manager—Galena Navigation Co.
Ships owned—1; net tonnage—2159.
Home port—Houston, Tex.
Ports served in United States—Houston, Tex., New York.

American Sugar Transit Corp., 117 Wall street, New York.
Line—American Sugar Transit Corp.
Operating manager—P. M. Ripley, President.
Freight manager—P. M. Ripley.
Ships owned—2; net tonnage—4599.
Home port—New York.
Ports served in United States—Gulf and North Atlantic ports.

American Transportation Co., 17 State St., New York, N. Y.
Operating Manager—H. G. Perine.
Freight Manager—H. M. Lane.
Ships owned—2; net tonnage—3210.
Home port—New York.
Ports served in United States—New York.
Ports served in foreign countries—Mediterranean and general trading.

Nelson Andrews, Redwood City, Calif.
Line—Bowes & Andrews, 153 Steuart St., San Francisco.
Ships owned—2; net tonnage—859.
Home port—San Francisco.
Ports served in United States—Pacific Coast lumber ports.

Armour Fertilizer Works Inc., Union Stock Yards, Chicago.
Ships owned—2, sailing, schooners Charles H. MacDowell and DeWitt Brown.
Ports served—Tramp service.

Astmahco Navigation Co., 1031 Steinway avenue, Astoria, N. Y.
Line—Astmahco Navigation Co. Inc.
Operating manager—E. B. Stockmann.
Freight manager—R. T. Williams.
Passenger manager—R. T. Williams.
Home port—New York.
Ports served in United States—New York.
Ports served in foreign countries—Various Central American and West African.

Atlas Steamship Co., Inc., 332 Pine St., San Francisco.
Line—Atlas Steamship Co.
Operating Manager—Alex. Muller.
Ships owned—2; net tonnage—1635.
Home port—San Francisco.
Ports served in United States—San Francisco, Seattle, Tacoma, Bellingham.

Augusta-Savannah Line, 457 Bay street, Augusta, Ga.
Operating manager—E. J. Black.
Ships owned—1; net tonnage—200.
Shipping board vessels operated—1; net tonnage—185.
Home port—Savannah, Ga.
Ports served in United States—Savannah and Augusta, Ga.

Barber & Co., 17 Battery Place—New York.
Line—Barber Steamship Lines, Inc.
Operating manager—Charles Barthold.
Freight manager—John D. Meehan.
Ships owned—3; net tonnage—9419.
Shipping board vessels operated—about 18; net tonnage—about 81,627.
Home port—New York.
Ports served in United States—New York, Boston, Philadelphia, Norfolk, Va.
Ports served in foreign countries—United Kingdom and Continent, China, Japan and Far East.

J. H. Baxter & Co., American National Bank Bldg., San Francisco.
Operating Manager—J. H. Baxter.
Freight Manager—A. M. Baxter.
Ships owned—2; net tonnage—1400.
Home port—San Francisco.
Ports served in United States—Private lumber trade on Pacific Coast.

Bermudez Transport Co. Inc., 1900 Land Title building, Philadelphia.
Operating manager—D. B. Dearborn & Co.
Freight manager—D. B. Dearborn & Co.
Ships owned—2; net tonnage—2816.
Ports served—Tramp steamer.

George E. Billings, 310 California St., San Francisco.
Operating Manager—Geo. E. Billings.
Ships owned—5; net tonnage—4461.
Home port—San Francisco.
Ports served in United States—Pacific Coast Ports.
Ports served in foreign countries—General trade and principally Australia, West Coast South America.

Black Diamond Steamship Corp., 67 Exchange Place, New York.
Line—Black Diamond Lines.
Operating manager—B. A. Harnett.
Freight manager—S. Magrill.
Vice president and traffic manager—F. E. Huck.
Ships owned—1; net tonnage—3283.
Shipping board vessels operated—12; net tonnage—49,600.
Home port—New York.
Ports served in United States—Boston, New York, Philadelphia,

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reign countries— **Jose M. Domingues, Onset, Mass.** Line—Cape Verde Island

Operating Manager—D. T. Warden
Freight manager—R. M. Kress.

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, **New York.**		Shipping board vessels operated—1;	Ports served in United States—
ın Sugar Transit Corp.		net tonnage—185.	Boston, New York, Philadelphia.

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Baltimore and Hampton Roads.
Ports served in foreign countries—Antwerp, Amsterdam, Rotterdam.

Boston Molasses Co., 175 Milk street, Boston.
Operating manager — Crowell & Thurlow.
Ships owned—2; net tonnage—2067.
Home port—Boston.

Boston Sand & Gravel Co., 88 Broad street, Boston, Mass.
Ships operated in and around Massachusetts Bay.

Burton Steamship Co., Inc., Commercial Wharf, Boston.
Operating Manager—W. H. Burton.
Freight Manager—W. H. Burton.
Ships owned—2; net tonnage—1000.
Home port—Boston.
Ports served in United States—Portland, Me., Castine, Me., Stockton Harbor, Me., Stonington, Me., Bass Harbor, Me., Prospect Harbor, Me., Jonesport, Me., Machiasport, Me.

California & Oregon Lumber Co., Brookings, Oreg.
Line—C. & O.
Operating manager—James H. Owen.
Ships owned—2; net tonnage—2200.
Home port—San Francisco.
Ports served in United States—Pacific Coast.

Cambridge Gas Light Co., 719 Massachusetts avenue, Cambridge, Mass.
Ships owned—1 coal barge; net tonnage—688.

Central Vermont Transportation Co., Portland, Me.
Line—Central Vermont Transportation Co.
Operating Superintendent — F. A. Dougherty.
Freight Manager—J. W. Hanley.
Ships owned—2; net tonnage—1893.
Home port—Portland.
Ports served in United States—New London, Conn. and New York

Chiquimula Ship Corp., 17 Battery Place, New York.
Line—Chiquimula Ship Corp.
Ships owned—1; net tonnage—610.
Home port—New York.

Clyde Steamship Co. Pier 36, North River, New York.
Line—Clyde Steamship Co.
Operating manager—H. H. Raymond.
Freight manager—W. P. Levis.
Passenger manager—A. W. Pye.
Ships owned—21; net tonnage—45,617.
Shipping board vessels operated—12; net tons—19,515.
Home port—New York.
Ports served in United States—N. Y. Boston, Baltimore, Wilmington, Charleston, Brunswick, Jacksonville.
Ports served in foreign countries—Leeward, Windward and Virgin Islands, Haiti, San Domingo and South America.

Consolidation Coastwise Co., 1100 Continental Bldg., Baltimore.
Line—Consolidation Coastwise Co.
Operating manager—C. H. Schanze, Supt.
Ships owned—1; net tonnage—1098.
Home port—Boston.
Ports served in United States—Lake Ports.
Ports served in foreign countries—Montreal.

Cook-Cummer Steamship Co., 437 Chestnut St., Philadelphia.
Operating Manager—H. W. Cook.
Ships owned—1 tug, 7 barges.
Ports served in United States—Jacksonville, New York and Long Island Sound Ports; Coatswise-Lumber-Coal.

Cosmopolitan Shipping Co. Inc., 42 Broadway, New York.
Line—Cosmopolitan Line.
Operating manager—G. Bartlett.
Freight manager—M. Dunne.
Shipping board vessels operated—12; net tonnage—99,871.
Home port—New York.
Ports served in United States—New York, Boston, Philadelphia, Baltimore, Norfolk.
Ports served in foreign countries—Havre, Dunkirk, Bordeaux, St. Nazaire, Rotterdam.

Crosby Marine Corp., Colman building, Seattle.
Line—The Crosby Line.
Operating manager—R. W. Crosby.
Ships owned—1; net tonnage 1730.
Home port—Seattle.
Ports served in United States—tramp.

J. O. Davenport, Agent 351 California St., San Francisco.
Operating Manager—J. O. Davenport.
Freight Manager—J. O. Davenport.
Ships owned—2; net tonnage—861.
Home port—San Francisco.
Ports served in United States—Puget Sound to San Diego.

G. G. Deering Co.—226 Washington street, Bath, Me.
Line—G. G. Deering Co.
Operating manager—H. G. Deering.
Ships owned—8; net tonnage—10,653.
Home Port—Bath, Me.
Ports served in United States—Tramps.

J F. Denechaud, State Museum Bldg., New Orleans.
Operating Manager—J. F. Stuard.
Freight Manager—J. F. Stuard.
Ships owned—1; Schooner Rosemary.
Home port—New Orleans.

Jose M. Domingues, Onset, Mass.
Line—Cape Verde Island
Operating manager—Jose M. Domingues.
Freight manager—Jose M. Domingues.
Passenger manager—Jose M. Domingues.
Ships owned—1; net tonnage—685.
Home port—New Bedford, Mass.
Ports served in United States—Providence, Rhode Island and New Bedford, Mass.
Ports served in foreign countries—Cape Verde Island.

Donna Lane Motorship Corp., Scandinavian American Bank, Seattle.
Operating manager—James Vallentine.
Freight manager—James Vallentine.
Ships owned—1; net tonnage—1597.
Home port—Seattle.
Ports served in United States—None
Ports served in foreign countries—Hongkong, Singapore, Shanghai.

P. Dougherty Co., Maryland Casualty Bldg., Baltimore, Md.
Line—P. Dougherty Co.
Operating manager—L. M. Hugh.
Freight manager—L. M. Hugh.
Barges owned—22.
Home port—Baltimore.
Ports served in United States—Eastern ports.

Max H. Dyer, Union Oil building, Los Angeles.
Line—Union Oil Co. of California.
Operating manager—Max H. Dyer.
Ships owned—14; net tonnage, 48-888.
Home port—Los Angeles.
Ports served in United States—Seattle, Portland, Coos Bay, Eureka, San Francisco, Port San Luis, Los Angeles, San Diego.
Ports served in foreign countries—Vancouver, Esquimalt, Port Moody, Canada; Yokohama, Japan; Honolulu, Hawaiian Islands, Valparaiso, Antofagasta, Tocopilla, Iquique, Taltal, Cruz Grande, Chile.

Eastern Steamship Lines, Inc., India Wharf, Boston.
Operating manager—Calvin Austin, President.
Freight manager—F. H. Michens.
Passenger manager—H. H. Cudworth.
Ships owned—16; gross tonnage—27,289.
Home port—Boston.
Ports served in United States—Boston, New York, Bangor, Portland and other Maine Ports.
Ports served in foreign countries—Yarmouth, N. S., St. John, N. B.

East Jersey R. R. & Terminal Co., 11 Broadway, New York City.
Line—East Jersey R. R. & Terminal Co.
Operating Manager—D. T. Warden.
Freight manager—R. M. Kress.

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Ships owned—1; also 26 barges, 2 tugs and 2 steam lighters.
Ports served in United States—New York harbor, Boston to Philadelphia.

Elder Steel Steamship Co. Inc., 50 Broad St., New York.
Line—Elder Line.
Operating manager—A. E. Mittnacht.
Freight manager—L. W. Collens.
Ships owned—3; net tonnage—12,585.
Home port—New York.
Ports served in United States—New York, Baltimore, Los Angeles, San Francisco, Portland, Ore., Seattle.

John S. Emery & Co. Inc., 114 State street, Boston.
Operating manager—G. B. Horton.
Freight manager—J. B. Leonard.
Ships owned—4; net tonnage—3200.
Home port—Boston.

Erickson Navigation Co. Inc., 25 Beaver St., New York.
Operating manager—V. Johnsen.

S. S. Freeman, 1 Drumm St., San Francisco.
Line—Daisy Line.
Operating manager—S. S. Freeman.
Ships owned—6.
Home port—San Francisco.
Ports served in United States—Pacific Coast—Coastwise.

A. W. Frost & Co., 135 Commercial street, Portland, Me.
Line—A. W. Frost & Co.
Operating manager—A. W. Frost.
Freight manager—A. W. Frost.
Ships owned—7; net tonnage—17,600.
Home port—Portland, Me.
Ports served in United States—Atlantic coast and Gulf.

Galena Navigation Co. Inc., Houston, Tex.
Operating manager—T. Rieber.
Ships owned—1; net tonnage—1670.
Home port, Houston, Texas.
Ports served in United States—Houston, Tex., Elizabeth, N. J.

Garland Steamship Corp., 511 Fifth Ave., New York.
Line—Garland Steamship Corp.
Operating manager—W. M. Campion.
Freight manager—W. M. Campion.
Ships owned—4; net tonnage—10,483.
Home port—Baltimore.
Ports served in United States—All.
Ports served in foreign countries—All.

General Lighterage Co., 40 Rector St., New York.
Line—General Lighterage Co.
Operating manager—M. L. McGuire.
Ships owned—4; net tonnage 2600.
Home port—New York.
Ports served in United States—Providence, Philadelphia, Bridgeport, Conn.

Great Northern Paper Co. Inc., Belfast, Me.
Line—Great Northern Paper Co.
Traffic manager—A. P. Lane, 60 Congress St., Boston.
Ships owned—1.
Ports served in United States—Hampton Roads.

Gulf Navigation Co. Inc., 514 Whitney Bldg., New Orleans.
Line—Gulf Navigation Co. Inc.
Operating manager—Gonzolo Abaunza.
Assistant manager—Andre Bouligny.
Ships owned—2; net tonnage—2048.
Home port—New Orleans.
Ports served in United States—New Orleans.
Ports served in foreign countries—Tampico, Vera Cruz and Progreso, Mexico.

Heidritter Lumber Co., Elizabeth, N. J.
Ships owned—1; sailing schooner A. R. Heidritter; net tonnage—610.
Home port—Elizabethport, N. J.
Ports served in United States—Jacksonville, Fla., Elizabethport, N. J.

LaPlata Steamship Co. Inc., 17 Battery Place, New York.
Line—Barber Line.
Operating manager—Charles Barthold.
Freight manager—J. D. Meehan.
Ships owned—1; net tonnage—2990.
Home port—New York.
Ports served in United States—North Atlantic ports.
Ports served in foreign countries—River Platte ports and Far East.

Los Angeles Steamship Co. Inc., Wilmington, Calif.
Line—Yale-Harvard.
Operating manager—R. J. Chandler.
Freight manager—G. C. Foster.
Passenger manager—R. V. Crowder.
Ships owned—2; net tonnage—4104.
Home port—Los Angeles.
Ports served in United States—San Francisco, Los Angeles, San Diego.

S. C. Loveland Co. Inc., 151 South Front street, Philadelphia.
Operating manager—S. C. Loveland.
Ships owned—18 lighters, barges, derricks, etc.
Home port—Philadelphia.

Frank C. McPherson, 24 California street, San Francisco.
Line—McPherson Steamship Line.
Operating manager—Frank C. McPherson.
Freight manager—Frank C. McPherson.
Ships owned—1; net tonnage—634.
Home port—San Francisco.
Ports served in United States—All Pacific Coast Ports.

Matson Navigation Co. Inc., 120 Market street, San Francisco.
Line—Matson Navigation Co.
Operating manager—C. W. Saunders.
Freight manager—M. J. Lindsay.
Passenger manager—W. H. Sellander.
Ships owned—10; net tonnage—41,805.
Home port—San Francisco.
Ports served in United States—Pacific Coast, (San Francisco, Puget Sound, Astoria, Los Angeles) to Hawaian Islands (Honolulu, Hilo, Kahului, Port Allen, Mahukona, Hana, Kaanapali.)

Neptune Line Inc., 25 Beauer street, New York.
Line—Neptune Line Inc.
Operating manager—C. McNamara.
Ships owned—47; net tonnage—47,640.
Home port—New York.
Ports served in United States—Hampton Roads to New England.

New England Steamship Co., State St., New London, Conn.
Lines—Fall River Line; Providence Line; New Bedford Line; New London Line; New Haven Line; Bridgeport Line; Newport & Wickford Line.
Operating manager—J. Howland Gardner.
General freight agent—J. E. Redman.
General passenger agent—A. H. Seaver.
Ships owned—17; net tonnage—32,130.
Home port—New York.
Ports served in United States—New York, Fall River, Mass., New Bedford, Mass., Newport, R. I., Providence, R. I., New Haven, Conn., New London, Conn., Bridgeport, Conn.

New York & Oriental Steamship Co. Inc., 17 Battery Place, New York.
Line—Barber Steamship Lines.
Operating manager—Charles Barthold.
Freight manager—J. D. Meehan.
Ships owned—2; net tonnage—6011.
Home port—New York.
Ports served in United States—New York, Boston, Philadelphia, Baltimore, Norfolk, Va.
Ports served in foreign countries—North Atlantic to Far East via Suez or Panama.

New York & Porto Rico Steamship Co., 25 Broadway, New York.
Line—Porto Rico Line.
Operating manager—J. E. Craig.
Freight manager—R. Wardle.
Passenger manager—M. Seckendorf.
Ships owned—14; net tonnage—26,381.
Shipping board vessels operated—1; net tons—2396.
Home port—New York.
Ports served in United States—New York and Porto Rico, New Orleans and Porto Rico.

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Ports served in foreign countries—None regularly.

North Atlantic & Western Steamship Co. Inc., 7 West 10th St., Wilmington, Del.
Home office—111 Summer St., Boston.
Line—Nawsco Line.
Operating manager—Capt. E. D. Sproul.
Freight manager—William F. Diehl.
Ships owned—2; net tonnage—7000.
Shipping board vessels operated—5; net tons—17,500.
Home port—Boston.
Ports served in United States—All Pacific Coast Ports—Charleston, S. C., Baltimore, Philadelphia, New York, Boston, Portland, Me.
Ports served in foreign countries—Agent at Boston for Dollar Line.

Northwestern Shipping Co., Colman building, Seattle.
Line—Northwestern Shipping Co.
Operating manager—Joshua Green.
Freight and passenger manager—Joshua Green.
Ships owned—1; net tonnage—1067.
Home port—Seattle.
Ports served in United States—Seattle and Southern California.

Ocean Steamship Co. of Savannah, 37 Bull St., Savannah, Ga.
Line—Savannah Line.
Operating manager—E. R. Richardson.
Freight manager—T. N. Cook.
Passenger manager—G. R. Angeline.
Ships owned—8; net tonnage—23,455.
Ports served in United States—New York, Boston and Savannah.

John C. Ogden Co., 110 Market street, San Francisco.
Line—John C. Ogden Co.
Operating manager—John C. Ogden.
Freight manager—A. C. Anderson.
Ships owned—1; net tonnage—371.
Home port—San Francisco.
Ports served in United States—Pacific coast ports.

Old Dominion Transportation Co. Inc., Norfolk, Va.
Operating manager—A. Winslow.
Freight manager—A. Winslow.
Traffic manager—H. B. Neece.
Ships owned—2; net tonnage—4882.
Ports served in United States—Norfolk and New York.

Joseph A. Oliver, 24 California street, San Francisco.
Line—Coast Shipping Co.
Operating manager—J. A. Oliver.
Freight manager—J. A. Oliver.
Ships owned—1; net tonnage—542.
Home port—San Francisco.

Dominick Pace, 24 Water St., New York.
Line—Pace, Sons & Co.
Operating manager—N. Lombardi.
Freight manager—N. Lombardi.
Ships owned—2; net tonnage—5600.
Home port—New York.
Ports served in United States—New York.
Ports served in foreign countries—Barcelona, Genoa, Leghorn, Naples and Palermo.

Pacific Argentine Brazil Line, 430 Sansome street, San Francisco.
Managing agent—Swayne & Hoyt, Inc.
Shipping board vessels operated—4; net tonnage—14,863.
Home port—San Francisco.
Ports served in United States—Seattle and Puget Sound, Portland, Oreg., San Francisco and Los Angeles; also Porto Rico.
Ports served in foreign countries—All east coast South America, Para to Buenos Aires via Panama Canal; all west coast South America, returning via Straits of Magellan.

Pacific Australia Line, 430 Sansome street, San Francisco.
Managing agent—Swayne & Hoyt Inc.
Shipping board vessels operated—4; net tonnage—14,583.
Home port—San Francisco.
Ports served in United States—San Francisco, Seattle and Puget Sound, Grays Harbor, Portland and Columbia river, Honolulu.
Ports served in foreign countries—Auckland, N. Z., Melbourne, Adelaide, Sydney and Newcastle, Australia.

Pacific Caribbean Gulf Line, 430 Sansome street, San Francisco.
Managing agent—Swayne & Hoyt Inc.
Ships operated—7; net tonnage—18,703.
Home port—San Francisco.
Ports served in United States—Seattle and Puget Sound, Portland and Columbia river, San Francisco, Los Angeles, Galveston, Tex., Houston, Tex., New Orleans, Mobile, Ala., New York.
Ports served in foreign countries—Tampico, Vera Cruz and Puerto Mexico, Mexico, and Cuban ports.

Pacific Transport Co. Inc., 430 Sansome street, San Francisco.
Operating manager—Swayne & Hoyt, Inc.
Manager—Charles E. Brown.
Passenger manager—No passengers.
Ships owned—2; net tonnage—3195.
Home port—San Francisco.
Ports served in United States—At present temporarily laid up in San Francisco Bay.

L. A. Pedersen, 112 Market street, San Francisco.
Ships owned—5; net tonnage—7633.
Home port—San Francisco.
Ports served in United States—No regular service; charter out the vessels. Three of them laid up at present.
Mr. Pedersen died in 1921. His wife is executrix of his estate.

Pittsburgh Coal Co., Oliver building, Pittsburgh.
Operates three fuel lighters on Great Lakes and owns one deep sea schooner.

Reading Co., Twelfth and Market streets, Philadelphia.
Line—Philadelphia & Reading Transportation Line.
Operating manager—O. H. Hagerman, manager marine department.
Ports served in United States—Barges and tugs used for transportation of coal between Philadelphia and New England ports.

Reid Towing & Wrecking Co., 205 Board of Trade Bldg., Port Huron, Mich.
Line—Reid Towing & Wrecking Co.
Operating manager—James T. Reid.
Ships owned—1 wrecking steamer; net tonnage—474.
Ports served in United States—Waters of the Great Lakes and St. Lawrence river.

San Francisco & Portland Steamship Co., Pier 40, San Francisco.
Line—San Francisco & Portland Steamship Co.
Manager—F. Schafer.
General Freight Agent—H. E. Lounsbury.
General Passenger Agent—Wm. McMurray.
Ships owned—1; net tonnage—2107.
Home port—San Francisco.
Ports served in United States—San Francisco, Astoria and Portland.
Ports served in foreign countries—None.

San Juan Fishing & Packing Co. Inc., Foot Stacy street, Seattle.
Line—San Juan Fishing & Packing Co.
Operating manager—Wm. Calvert.
Freight manager—L. C. Calvert.
Passenger manager—L. C. Calvert.
Ships owned—1; net tonnage—400.
Home port—Seward, Alaska.
Ports served in United States—Seward to Nushagak, Alaska.

L. A. Scott, 715 City Bank building, Mobile, Ala.
Operating manager—L. A. Scott.
Freight manager—L. A. Scott.
Ships owned—6; net tonnage—3165.
Home port—Mobile, Ala.
Ports served in United States—Gulf and Atlantic ports.
Ports served in foreign countries—West Indies, South America, Africa and Central America.

Shawmut Steamship Co., 39 Broadway, New York.

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Line—United American Lines.
Operating manager—E. C. Tobey.
Freight manager—C. J. Beck.
Passenger manager—E. Lederer.
Ships owned—5; deadweight tonnage—46,700.
Home port—New York.
Ports served in United States—New York.
Ports served in foreign countries—Hamburg.

C. H. Sprague & Son, 141 Milk St., Boston, Mass.
Line—Sprague Lines.
Operating manager—E. E. O'Donnell.
Freight manager—J. J. Halloran.
Ships owned—4; net tonnage—5768.
Shipping board vessels operated—4; net tons—14,649.
Home port—Boston.
Ports served in United States—Boston, Baltimore, Norfolk, Portland, Me., Providence, R. I.
Ports served in foreign countries—Copenhagen, Gotenborg, Christiania, Helsingfors, Stockholm, Danzig.

Philip Stauderman, 8 Bridge St., New York.
Operating manager—P. Stauderman.
Ships owned—3; net tonnage—6639.
Home port—New York.
Ports served in United States—New York.
Ports served in foreign countries—Windsor, N. S.

Sudden & Christenson, Hind Bldg., 230 California street, San Francisco.
Line—Sudden & Christenson.
Ships owned—10; net tonnage—6230.38.
Home port—San Francisco.
Ports served in United States—San Francisco, San Pedro, Calif., Hoquiam, Raymond, Aberdeen, Wash.

Sun Co., Finance building, Philadelphia.
Operating manager—J. H. Pew, president, and Oliver Duke.
Ships owned—9; net tonnage—39,601.
Home port—Marcus Hook, Pa.
Ports served in United States—Gulf and Atlantic.
Ports served in foreign countries—All, principally English, German, French and Belgian.

Swiftsure Oil Transport, Inc., 11 Broadway, New York.
Line—Swiftsure Oil Transport, Inc.
Operating manager—William S. Houston.
Ships owned—7; net tonnage—35,637.
Home port—New York.

Thames Tow Boat Co., 258 Bank street, New London, Conn.
Line—Thames Tow Boat Co.
Operating manager—F. H. Chappell.
Tugs owned—9.
Barges owned—20.
Home port—New London, Conn.
Ports served in United States—All ports between Norfolk and Eastport, Me.

A. F. Thane & Co., 311 California street, San Francisco.
Line—Thane.
Operating manager—W. H. Neunaber.
Freight manager—W. H. Neunaber.
Ships owned—3; net tonnage—3000.
Home port—San Francisco.
Ports served in United States—Pacific Coast Ports.
Ports served in foreign countries—Ports of Japan, China, Australasia, India, Dutch East Indies, South Sea Islands, Central and South America.

Union Oil Co. of California, Union Oil building, Los Angeles.
Line—Union Oil Co. of California.
Operating manager—Max H. Dyer.
Ships owned—14; net tonnage—48,888.
Home port—Los Angeles.
Ports served in United States—Seattle, Portland, San Francisco, Port San Luis, Eureka, Los Angeles, Coos Bay, San Diego.
Ports served in foreign countries—Vancouver, Esquimalt, Port Moody, Canada, Yokohama, Japan, Honolulu, Hawaiian Islands, Iquique, Taltal, Cruz Grande, Chile.

Union Steamship Co. Inc., Union Oil building, Los Angeles.
Line—Union Oil Co. of Calif.
Operating manager—Max H. Dyer.
Ships owned—14; net tonnage—48,888.
Home port—Los Angeles.
Ports served in United States—Seattle, Portland, Coos Bay, Eureka, San Francisco, Port San Luis, Los Angeles, San Diego.
Ports served in foreign countries—Vancouver, Esquimalt, Port Moody, Canada; Yokohama, Japan; Honolulu, Hawaiian Islands, Valparaiso, Antofagasta, Tocopilla, Iquique, Taltal, Cruz Grande, Chile.

United Fruit Co., 17 Battery Place, New York.
Line—(Great White Fleet) United Fruit Co. Steamship Service.
Freight Department—W. V. Harloe, Freight Traffic Manager, 17 Battery Place, New York; H. T. McNiece, Assistant Freight Traffic Manager, 17 Battery Place, New York; J. W. Fisher, General Northern Freight Agent, 17 Battery Place, New York; W. J. Bennett, General Southern Freight Agent, 321 St. Charles St., New Orleans; J. H. O'Dowd, Jr., General Western Freight Agent, 208 South LaSalle St., Chicago; C. F. Schroeder Jr., Commercial Freight Agent, Long Wharf, Boston.
Passenger Department—E. R. Grabow, General Manager, 131 State St., Boston; W. M. Lowrie, Passenger Traffic Manager, 17 Battery Place, New York; W. B. Wheeler, General Passenger Agent, 17 Battery Place, New York; H. C. Hicks, District Passenger Agent, 321 St. Charles St., New Orleans; W. F. Newberry, Western Passenger Agent, 208 South LaSalle St., Chicago; F. K. M. Jones, New England Passenger Agent, 75 State St., Boston.
Ships owned—37; net tonnage—93,604.
Others steamers operated—22.
Ports served in United States—Boston, New York, New Orleans, Philadelphia, Mobile, and Baltimore.
Foreign countries served—Cuba, Jamaica, Central America, including Panama and the Canal, and South America.

U. S. Mex Oil Corp., 25 Beaver St., New York.
Line—U. S. Mex Oil Corp.
Operating manager—H. Haslam.
Ships owned—5; net tonnage—35000.
Ports served in United States—New York and Gulf ports.

Vacuum Oil Co., 61 Broadway, New York.
Operating manager—E. Smith.
Ships owned—8; net tonnage—27,192.
Home port—New York.
Ports served—Worldwide.

George E. Warren Co., 35 Congress street, Boston.
Operating manager—G. P. Oswald.
Ships owned—1; net tonnage—3100.
Home port—Boston.

Western Transport Co. Inc., 430 Sansome street, San Francisco.
Line—Western Transport Co. Inc.
Operating manager — Swayne & Hoyt, Inc.
Manager—Charles E. Brown.
Ships owned—1; net tonnage—1289.
Home port—San Francisco.
Ports served in United States—San Francisco, Los Angeles, via Panama Canal, Puerto Mexico, Vera Cruz, Galveston, Houston, Mobile, New Orleans.

Whitney & Bodden Shipping Co. Inc., 822 City Bank Bldg., Mobile, Ala.
Operating manager—E. L. Whitney.
Ships owned—9 (all sailing); net tonnage—5807.
Home port—Mobile.
Ports served in United States—Gulf,

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and South Atlantic.
Ports served in foreign countries—West Indies. No regular port for loading and discharging.

Williams Steamship Co. Inc., 11 Moore St., New York.
Line—Williams Line.
Operating manager—P. A. Dwyer.
Freight manager—J. A. Wells.
Ships owned—4; net tonnage—14,000.
Vessels operated—2; net tons—5300.
Home port—New York.
Ports served in United States—New York, Philadelphia, Norfolk, Baltimore, Los Angeles, San Francisco, Portland, Ore., Seattle, Tacoma, Wash., Gray's Harbor, Wash., Oakland, Calif., San Diego, Calif.
Ports served in foreign countries—Victoria, B. C. and Vancouver, B. C.

Henry Wilson, 110 Market street, San Francisco.
Line—Wilson Line.
Operating manager—F. A. Wilson.
Freight manager—F. A. Wilson.
Ships owned—3; net tonnage—3000.
Home port—San Francisco.
Ports served in United States—Pacific Coast Ports.

Yellowstone Navigation Co., 430 Sansome street, San Francisco.
Line—Arrow Line.
Operating manager — Swayne & Hoyt, Inc.
Manager—Charles E. Brown.
Passenger ships owned—1; net tonnage—456.
Home port—San Francisco.
Ports served in United States—San Francisco, Coos Bay, Oregon, and Southern California.

Assigned Shipping Board Vessels

EASTERN CROWN, 8360 tons. Assigned Mallory Transport Lines, Inc., Baltimore, managing agents, for their Gulf-North Atlantic-South and East Africa service.

HAMMAC (tanker), 9980 tons. Assigned McAllister Bros., New York, managing operator. New Orleans-Philadelphia.

SHOOTERS ISLAND, 7249 tons. Assigned C. H. Sprague & Son, Boston, managing agent. Montreal-Scandinavian service.

SAHALE, 7825 tons. Assigned Export Transportation Co., Inc., Baltimore, managing agent. Baltimore-London service.

HINCKLEY, 7433 tons. Assigned C. H. Sprague & Son, Boston, managing agent. Baltimore-Boston-Baltic-Scandinavian service.

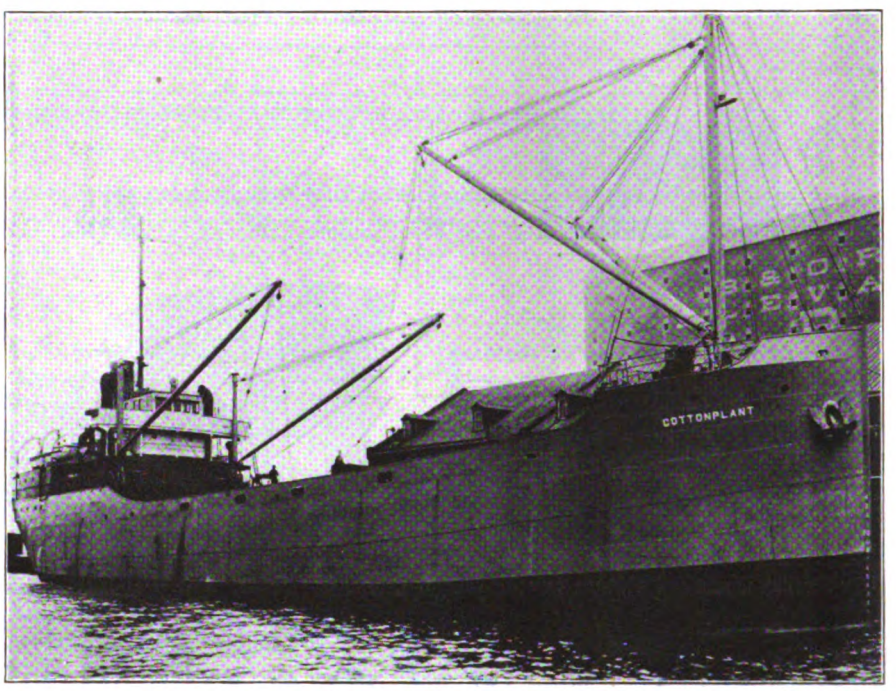
EASTERN OCEAN, 9052 tons. Assigned Cosmopolitan Shipping Co., New York, managing agent. New York-Havre-Dunkirk.

Restoration of $330,000 in the annual army supply bill for the Mississippi-Warrior service by the senate after its reduction to $30,000 by the house is considered at New Orleans to mean the turning point for the barges in the implied recognition of their value.

Change Great Lakes Built Freighter to Oil Burner

The steamer COTTON PLANT, a Great Lakes built freighter owned by the Pacific Lumber Co., San Francisco, has recently been converted from a coal to an oil burner for use in the lumber trade on the Pacific coast. Installation of the oil burning equipment was carried out by the Baltimore Dry Docks plant, Baltimore, of the Bethlehem Shipbuilding Corp. Ltd. The equipment selected is the complete Bethlehem-Dahl mechanical system.

The COTTON PLANT was built for the shipping board in 1919 by the Great Lakes Engineering Works, Ecorse, Mich., and was recently purchased by the Pacific company. Her principal dimensions are: Length, 253 feet 4 inches; beam, 43 feet 7 inches; depth, 24 feet 5 inches; capacity, 4140 deadweight tons; speed, 10 knots; boilers, 2 Scotch, 13 feet 6 inches x 11 feet; engine, 1 three-cylinder triple-expansion.



OCEAN FREIGHTER BUILT ON THE GREAT LAKES WHICH HAS JUST BEEN CONVERTED TO AN OIL BURNER

Obituaries

Capt. David Howard Tribou who was long stationed as a chaplain at the navy yard, Charlestown, Mass., died recently at Philadelphia. He was born in 1848, and in 1872 was appointed chaplain in the navy by President Grant. During his long service as chaplain Captain Tribou served on the COLORADO, CONGRESS, HARTFORD, POWHATTAN, LANCASTER, NEW YORK, IOWA and WISCONSIN, and at various times was stationed at the North Atlantic, Mediterranean, South Atlantic and Pacific naval stations.

William F. Ross, age 70 years senior member of Ross & Heyn, New Orleans, and for many years the foremost figure among the steamship agents of New Orleans, died recently at Bay St. Louis, Miss. Mr. Ross was active in all the larger affairs of the port of New Orleans for nearly 50 years and was one of the chief advocates of 35 feet of water in Southwest pass in the Mississippi..

Approves Ocean Ore Ships

E. G. Grace, president of the Bethlehem Steel Corp. in a letter to the Great Lakes-St. Lawrence Tidewater association, said the question of building ore carrying ships for ocean service presents no difficult problems, as his company's experience has taught it in the fleet which it is operating between Cuba and the United States. It would seem that the transportation of ore from the upper lakes to the seaboard ports in vessels should be considerably cheaper than the part vessel and part railroad method, which is now necessary, he concluded.

Lake Michigan Receipts

Receipts of ore at Lake Michigan ports for May were 309,302 gross tons, as shown in the following record by ports:

Port	Gross tons
South Chicago, Ill.	174,647
East Jordan, Mich.	.....
Boyne City, Mich.	.....
Milwaukee	.....
Indiana Harbor, Ind.	134,655
Gary, Ind.	.....
Total	309,302

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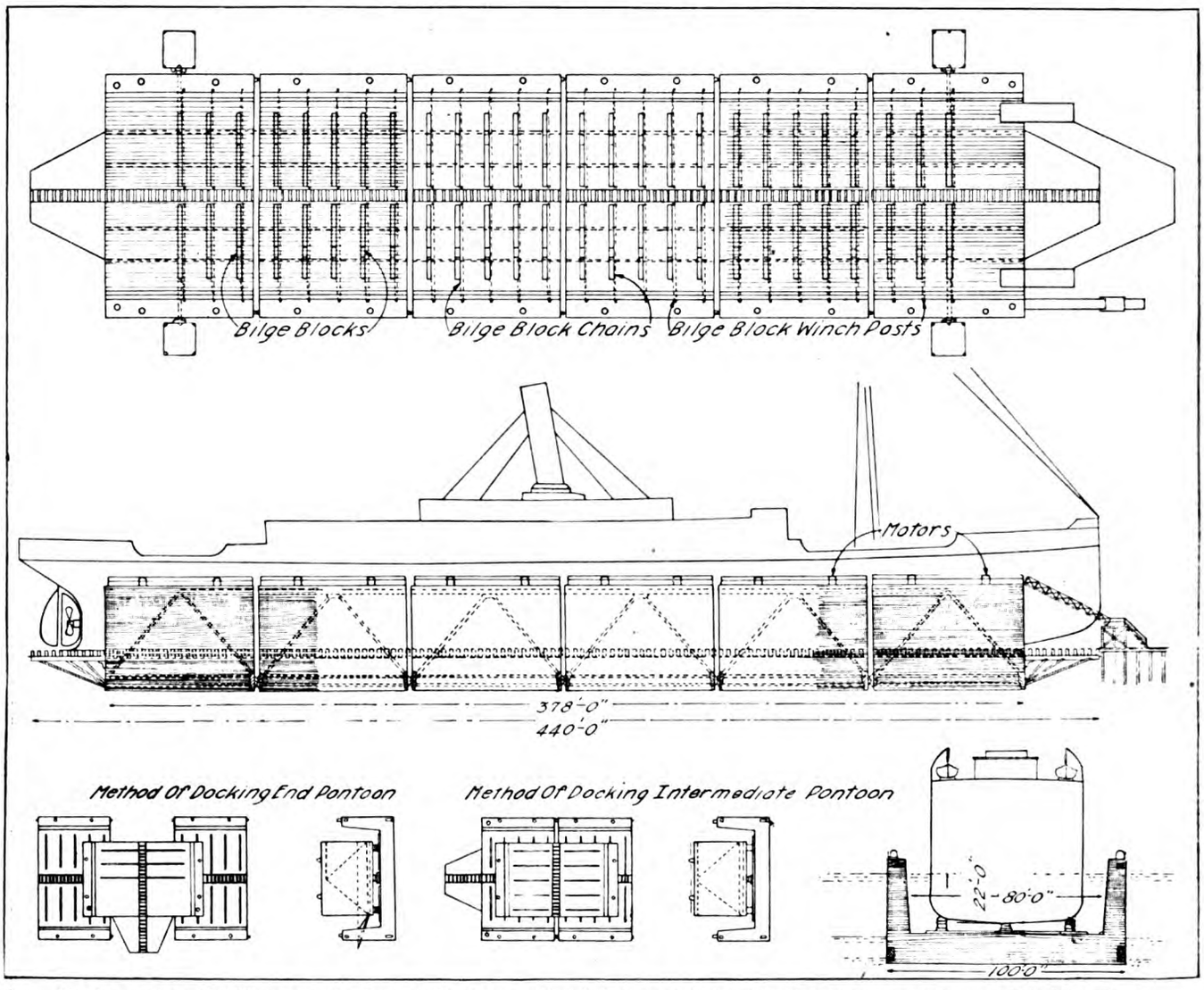

Floating drydock of 8000-ton capacity built at Charleston. Special features of design and construction were incorporated in this drydock

Design New Type of Floating Drydock

FLOATING drydocks have made a place for themselves as efficient units in a modern repair plant. Under the spur of war needs and of expanded American shipping activities, drydocking equipment in this country has been greatly increased. The docks themselves have been improved in design.

An unusually interesting installation has been in successful operation at Charleston, S. C., for several years, sufficient time to test thoroughly the merit of the design. This dock is operated by the Charleston Dry Dock & Machine Co., formerly the Valk & Murdoch Co. and was built by this company from plans developed by the Crandall Engineering Co., Boston. The unit is the first floating dock of the longitudinally trussed sectional type ever built.

In 1914, the Valk & Murdoch Co., engaged the Crandall Engineering Co., to construct one of its standard railway drydocks of 1200-ton lifting capacity. The dock measured 200 feet over the keel blocks, 55 feet wide and gave 10 feet draft forward and 15 feet aft over the keel blocks. It was constructed entirely of yellow pine timber with a foundation of yellow pine piles. To protect the cradle from the ravages of marine borers so prevalent in Charleston harbor, the cradle was sheathed to high water mark with ship's felt and creosoted boards. The cradle is operated by two hauling chains and a powerful steam operated hoist. This railway drydock was completed in 1914 and has been in constant operation since that time.

Later the Charleston company decided to install a floating dock. The Crandall Engineering Co. was again engaged, this time to design a timber floating dock of 8000-ton lifting capacity. The designers having just developed the longitudinally trussed sectional dock, it was decided to install that type. The Valk & Murdoch Co. began the construction of this dock in its own yard in 1917. After much delay to commandeering of timber and other commodities by the government, four sections were ready in March, 1919, so they were joined together and operated until August, 1919 when the other sections were ready and the complete dock was joined together and put in operation.

As a unique occurrence, the first dry docking operation was to lift the cradle of the railway drydock, built five years before, for inspection of the underwater portion for damage by worms. This was done by disconnecting the chains from the cradle, floating the cradle by means of scows clamped to the deck and then lifting it on the floating dock. Upon inspection, the sheathing on the cradle was found in perfect condition and the timbers free from worms.

This floating dock is a marked departure from the usual design. Through the longitudinal truss system, the sections

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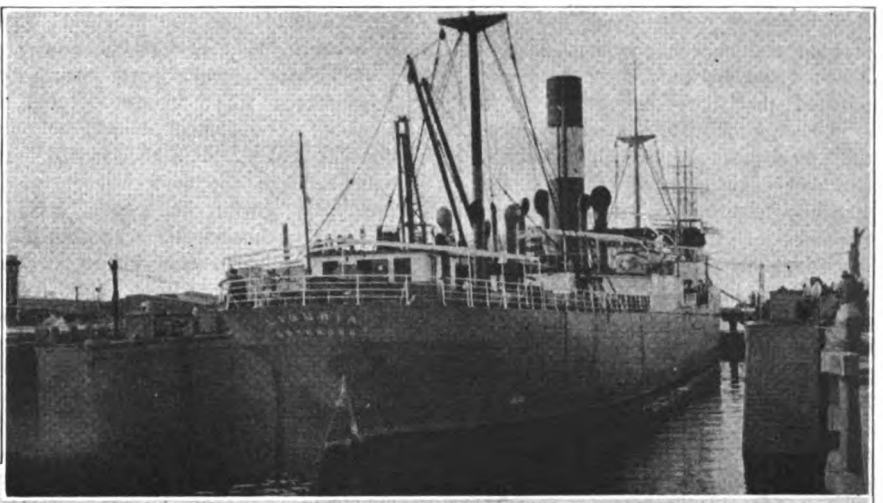
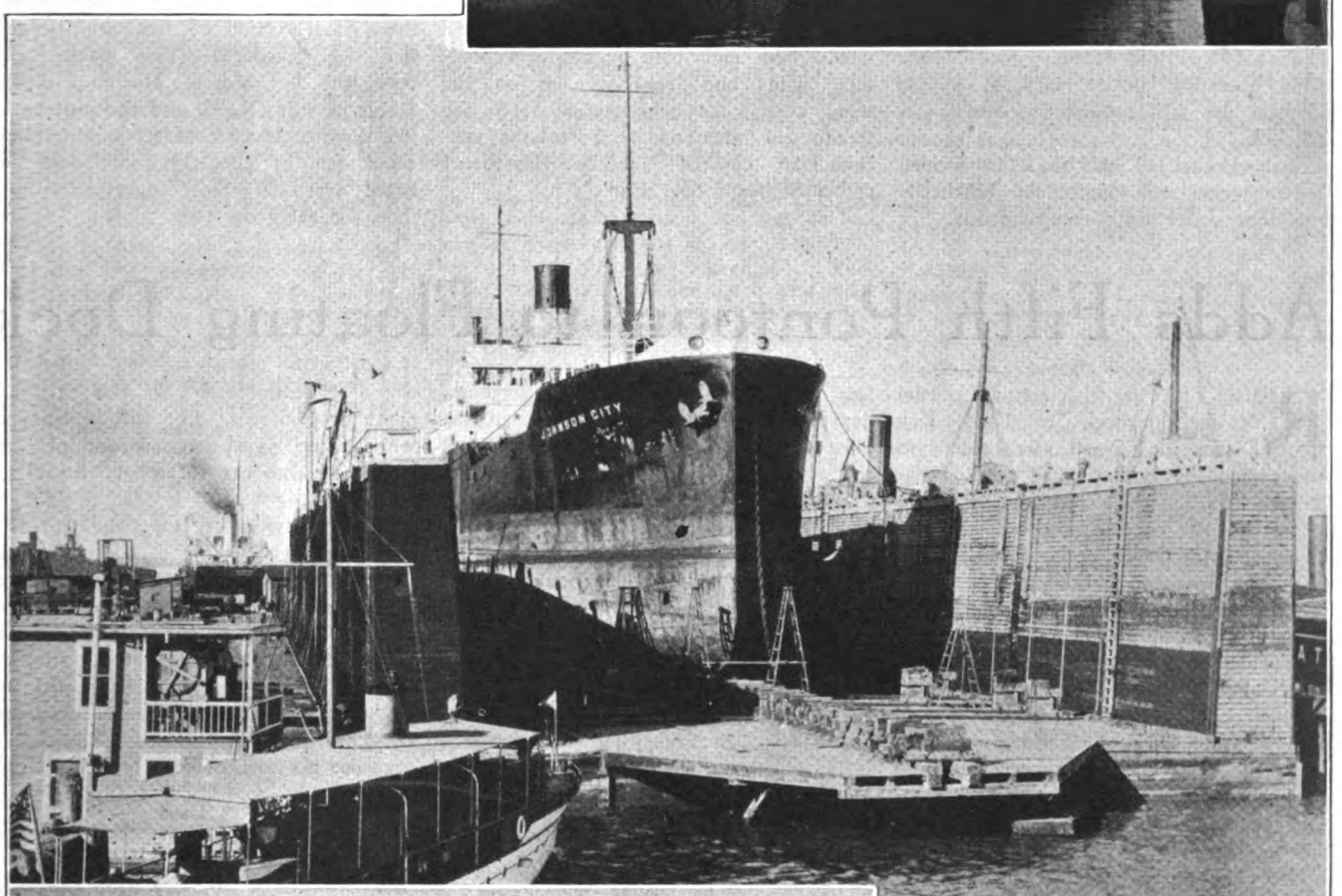
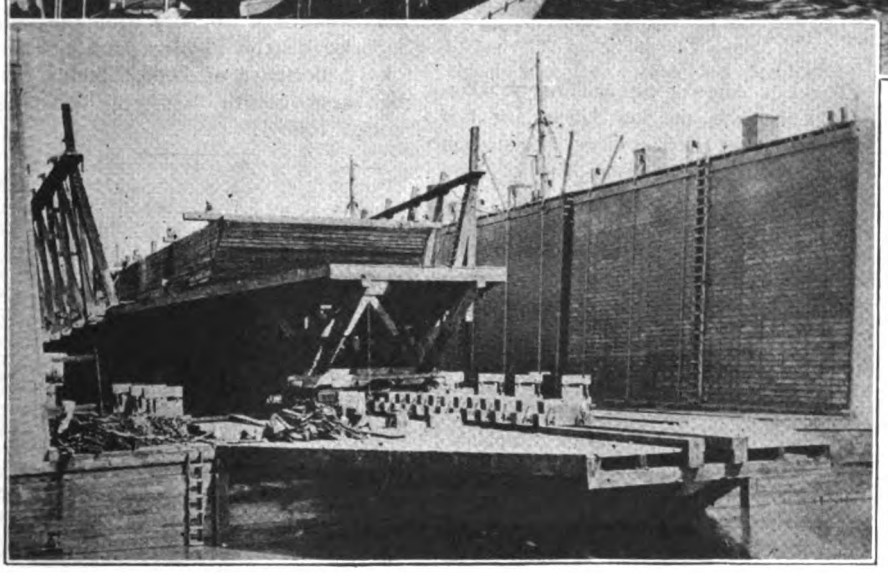
STEAMER LIGURIA ENTERING FOUR SECTIONS OF LONGITUDINALLY TRUSSED FLOATING DOCK

are rigidly locked together. In the upper and lower corner of each wing longitudinal timbers terminate in steel castings. From a steel casting in the middle of the upper longitudinal to the bottom corner castings run diagonal braces to take the stresses in shear. These castings and timbers are securely tied to-



STEAMER JOHNSON CITY ON FLOATING DOCK OF CHARLESTON DRY DOCK & MACHINE CO., CHARLESTON, S. C.





gether by steel tie rods and turnbuckles which take the stress in tension while the timbers take the compressive stress. These form the panel of a Warren truss

CRADLE OF A RAILWAY DRYDOCK ON THE FLOATING DRYDOCK AT CHARLESTON

in the wing wall of each section. The steel corner castings of adjacent sections are made to join together by means of 8-inch steel pins and when so joined together the panels form a continuous Warren truss on each side of the dock and hold the sections rigidly in line. This

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rigidity makes the ship secure against distortion and undue stress due to poor docking and uneven pumping.

Some floating docks have been so constructed that it is impossible to make even an approximate analysis of stress in the members. In this installation, the Crandall engineers chose a type that is statically determinate, thus enabling the stresses of the members, joints and fastenings, to be calculated and the sizes determined to carry these stresses in accordance with good engineering practice and with proper factors of safety. This has resulted in the use of much less timber than in a conventional floating dock and yet the trusses are stiffer and are subject to lower unit stresses under all load conditions. This is substantiated by this floating dock which after operating three years in almost constant use still retains the camber of its deck.

Each section of the dock is divided by transverse and longitudinal bulkheads into four water tight compartments. Six intermediate longitudinal stiffening and wash bulkheads are also provided. Each compartment of the dock is unwatered by a 10-inch centrifugal pump direct-connected to a motor located on the wing. The control of all the pump motors is centralized in the control house at the head of the dock where one operator may govern the water level in all compartments of the complete dock. To enable all of the lifting capacity to be available for lifting ships, it was necessary to eliminate the use of rock ballast and therefore, a simple water ballast system was substituted. Control of all of the valves, except the flood gates, is governed hydraulically at the head of the dock. The bilge blocks are of the patent releasing type. They are moved back and forth by means of endless chains and hand winches on the wing walls. As a protection from the teredo and other marine bores, the pontoons are covered with two layers of creosoted board over ship's felt.

This type of floating dock also gives an easy means for self-docking. The various sections are of such a length that they may be lifted on the other sections and give ample room for work on all sides. To dock an intermediate section, it is only necessary to remove the four connecting pins, turn the section 90 degrees and lift it on the others. To dock an end section, the four pins are removed and the section lifted between the two other sections as illustrated in the diagram shown on the preceding page.

This floating dock measures 440 feet over the keel blocks 100 feet wide over the wing walls, 80 feet in the clear and will give 22 feet of water over the keel blocks. It is made up of six sections, each section 63 feet long between the steel castings. The pumps were furnished by Morris Machine Works, Baldwinsville, N. Y. and the motors by the Wagner Electric Mfg. Co., St. Louis. Since put in operation, this dock has lifted over 150 ships, aggregating more than 463,000 gross tons.

Adds Fifth Pontoon to Floating Dock

RECENTLY the fifth pontoon of the floating drydock of Todd Dry Docks, Inc., Seattle, was placed in commission giving this yard one of the largest lifts in the country. This dock, largest of the company's three, has had its capacity increased from 12,000 to 15,000 tons by the addition. The dock is now capable of raising the shipping board's 535-foot transpacific express liners and any other commercial vessels on the Pacific.

The company recently had the motorship KENNECOTT in dock for three days while the vessel underwent general overhaul. The KENNECOTT was constructed last year at the Todd plant at Tacoma and has since operated in the intercoastal service establishing a record as an economical and efficient freighter. The same plant lifted the large Norwegian steamer ADOUR for docking and general overhaul. Cleaning, painting and repairing of vessels engaged in Alaska service have recently given the Seattle yard a largely increased volume of work.

The Moore Shipbuilding Co., San Francisco, was the low bidder at $44,900 for reconditioning the Pacific Mail liner WOLVERINE STATE. The work calls for the installation of 219 steerage accommodations, rearrangement of crew's quarters and other changes. The Columbia River Packers' association, purchaser of two former German sailing ships, now called CHILLICOTHE and TONAWANDA will remodel these vessels for use as Alaska cannery tenders.

Docking facilities in the Columbia river now include two drydocks at Portland under public control and a third under private operation. The plant of the port of Portland has just lifted the 8800-ton steel steamers NIELS NIELSEN and LUISE NIELSEN. The government has sold the site of the former wood shipyard of Grant Smith-Porter Co. at Aberdeen. All the remaining equipment has been disposed of and it is expected to use the land for industrial purposes.

Reports from Japan state the tonnage output of the yards of that country for the first six months of 1922 is estimated at 70,000 tons while the year's record is expected to be 180,000 tons. The Yokohama dock has a contract to construct two large combination steamers for the Nippon Yusen Kaisha, as well as a refrigerator vessel while other yards are working on colliers and steel freighters.

The Los Angeles Shipbuilding & Drydock Corp. was the low bidder for two steel passenger ferries for use in San Francisco bay. The Los Angeles yard was low by $40,000 for one vessel and $75,000 for both ferries. The largest barge ever built on Grays Harbor has been launched at Hoquiam. The craft is 90 x 34 feet and has a lumber capacity of 150,000 feet.

The first steam schooner contract awarded on the Pacific coast in two years has been given G. F. Matthews, who took over the Peninsula Shipbuilding Co.'s yard at Portland last year. The coaster is to be built of wood for S. S. Freeman & Co., San Francisco, and will have a lumber capacity of 1,300,000 feet. The craft will be 225 feet over all, with beam of 43.6 feet and depth of 15.6 feet. She will be equipped with triple expansion engines of 750-horsepower and two Babcock & Wilcox boilers.

With the view of using the site as a steamship terminal, the wharf of the Ames Shipbuilding & Drydock Co., Seattle, is to be extended and altered for the accommodation of cargo vessels. This plant constructed steel steamers during the war and its wharf, 750 feet in length, was built in connection with the outfitting of steamers. The site is regarded as one of the best in Seattle harbor.

May Ore Shipments

Shipments of iron ore from the Lake Superior district in May were 1,585,305 tons, a decrease of 1,008,722 tons over the same month last year. Detailed figures follow:

Port	May 1922	To June 1, 1922
Escanaba	177,719	217,938
Marquette	70,125	70,125
Ashland	272,134	296,089
Superior	669,297	721,684
Duluth	217,062	236,062
Two Harbors	178,968	178,968
Total	1,585,305	1,721,466
1922 decrease	1,008,722	1,048,772

In 1920, the shipping board sold to the Lloyd Royal Belge 22 vessels of about 56,000 tons registry for $16,000,000, with a provision calling for price adjustments due to condition. The board now announces that after many months of negotation, final settlement has been made.

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Late Decisions in Maritime Law

Legal Tips for Ship Owners and Officers

Specially Compiled for Marine Review
By Harry Bowne Skillman
Attorney at Law

SECTION 4283 revised statutes, U. S., which limits the liability of the owner of any vessel for any embezzlement, loss or destruction, by any person, of any property shipped or put on board of such vessel, or for any act, matter, or thing lost, damage, or forfeiture, done or incurred with the privity, or knowledge of such owner, should be liberally construed in favor of shipowners, so as to encourage shipbuilding, and the employment of ships in commerce.—People's Navigation Co., Inc., v Toxey, 269 *Federal Reporter* 793.

* * *

Where lighters were chartered in December for one month for use in and about New York harbor, the fact that the end of the month some of them were in Passaic river, where they were held for several weeks by ice, did not operate to extend the charter term, in the absence of any provision therefor in the contract, or any custom to that effect. Notification by the owner of the chartered lighters, at the end of the charter term, that a higher rate of hire would be charged thereafter, did not make such rate the measure of damages for their unavoidable detention, where not agreed to by the charterer.—Schoonmaker-Conners Co., Inc., v. Lambert Transportation Co., 269 *Federal Reporter* 583.

* * **

A stakeboat which fastened barges in tandem to its stern, so that they extended into the channel, impeding navigation, was at fault, where a steamer collided with one of the barges.—SEABOARD, 269 *Federal Reporter* 577.

* * *

The general doctrine of the allowance of a maritime lien for supplies and repairs was discussed in the case of LORD BALTIMORE, 269 *Federal Reporter* 824, where the court said that the doctrine grew out of the policy of the law, prompted by the necessities of a ship. The act of congress (act June 23, 1910), the court further said, was intended to furnish a complete system in itself. "Those who make repairs or furnish needed supplies to vessels on order of any one in apparent control are given the right of lien. There is thus wiped out the old distinction of work done or sales made on personal credit, and those made on the credit of the vessel, unless, of course, the right of lien has been waived. There is also wiped out the other distinction between vessels in a foreign and in a home port. A claimant may now maintain a lien, notwithstanding the fact that the person on whose apparent authority the supplies were furnished did not have authority to bind the vessel, if the claimant did not know, nor could with reasonable diligence have found out, such lack of authority. Every claimant is bound to know that the supplies are in fact for the vessel and in fact reached it; he is further put on guard to know that the supplies are such as are ordinarily required on board a vessel, and in this sense reasonably necessary, and he must further, at his peril, make sure that the person ordering these supplies is clothed with either the actual or the apparent authority to bind the vessel. When these features are present, the claimant may safely sell in reliance upon his right of lien. If any of them are absent, he is left to his other rights and remedies." The court remarked that no hard and fast definition of "necessaries" could be given, and held that when supplies are furnished to a ship on the order of one in apparent authority, whatever comes within the reasonable requirements, not of a ship, but of the ship to which furnished, are necessaries. The test is whether in kind and quantity what is furnished is within the reasonable needs of the ship's business.

* * *

If one vessel places another in a position of extreme danger by wrongful navigation, the other ship is not to be held to blame if she does something wrong and is not navigated with perfect skill and presence of mind. When a vessel is put in great peril without any fault of her own, the question of her negligence in a sudden emergency does not depend upon whether she did everything she might have done or pursued the best possible course. In such case the rule is that a mistake made in the agony of almost certain collision is regarded as an error for which the vessel that caused the peril should alone be held responsible.—LAFAYETTE, 269 *Federal Reporter* 917.

* * *

The negligence of the navigator of a private ship, contributing to a collision, can not be imputed to those who were by his invitation upon the ship at the time. "The doctrine of imputed negligence, by which a person in one ship, though not identified with its navigation or management, can be chargeable with the negligence of that ship, and deprived of any right to proceed against the other negligent vessel, is too unreasonable to command respect. Indeed, it is laid down as the law now stands that a person injured on a vessel in collision can proceed against either or both, if both are negligent."—LAFAYETTE, 269 *Federal Reporter* 917.

* * *

In cases of a maritime tort, the law gives to the party wronged a right to look to the ship for his remedy. A ship has no fixed abode, but is a wanderer, and visits places where her owner is not known, or, if known, is not accessible. The master is usually a person of insufficient financial responsibility to meet all the money demands which may arise out of the voyage, said the court in LAFAYETTE, 269 *Federal Reporter* 917; hence the necessity of treating the ship as security for the demands which the voyage occasions. In such cases the law gives the lien, and vests in the creditor a special property in the ship at the time the debt or claim comes into existence; and it is held accordingly that a suit *in rem* against a vessel for personal injuries sustained in a collision does not abate by the death of the libelant.

* * *

It is not the mere physical dimensions of a strait or passage of water that determines whether it shall be called a narrow channel or not, within the meaning of inland rules, article 25. It is, as was held in HOKENDAUQUA, 270 *Federal Reporter* 270, the kind or character of navigating use to which that water is put. The strait between Throgg's Neck and Willet's Point, which is the eastern outlet of New York harbor, constitutes a narrow channel within such rules.

* * *

The general rule is that the owner of a vessel is bound to the charterer to see that she is seaworthy and suitable for the service in which she is employed. But the rule does not apply, it was held in Portsmouth Fisheries Co. v. John L. Roper Lumber Co., 269 *Federal Reporter* 586, when the charterer undertakes by contract, either express or implied, to inspect the vessel and ascertain for himself her seaworthiness and fitness. Where the charterer of a dredge took upon itself the burden of ascertaining whether it was seaworthy, and liability of the vessel to leaks which resulted in her loss would have been discovered had the agent of the charterer inspected her with due care, such agent was negligent in failing to haul the vessel on the ways and examine her hull where he knew that mud probably attached to the hull, so as to prevent leakage for a time, would eventually fall away in open water. It was still greater negligence of the agent in leaving the vessel entirely unguarded, when he had reason to anticipate leaks and over wash of the sea, and when upon discovery of either the vessel could have been saved by the use of the pumps, and the charterer was liable to the owner for loss due to sinking of such vessel.

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	524	1,769,601	496	1,759,780
April	454	1,651,584	473	1,758,160
March	462	1,708,727	484	1,829,016
February	414	1,548,412	391	1,533,163
January	370	1,230,000	396	1,436,614
December, 1921.	398	1,372,663	436	1,604,960
November	423	1,543,430	415	1,506,071
October	413	1,662,564	428	1,644,729
September	385	1,304,544	417	1,556,645
August	478	1,583,991	390	1,300,897
July	394	1,456,304	403	1,423,109
June	408	1,368,334	419	1,425,649
May	425	1,454,033	366	1,328,643

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	117	310,117	80	234,220
April	94	245,785	63	197,807
March	107	288,295	79	257,149
February	94	240,663	62	189,140
January	86	243,546	67	211,468
December, 1921..	89	256,660	90	285,894
November	89	249,873	87	252,606
October	86	239,103	67	204,652
September	60	143,434	66	195,558
August	84	208,961	61	144,029
July	75	178,925	61	148,674
June	71	176,968	74	214,524
May	110	295,617	70	178,464

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1922.....	18	59,180	83	232,485
March	29	77,775	79	235,809
February	24	66,156	72	192,640
January	22	78,412	53	152,957
December, 1921.	24	83,609	64	184,012
November	27	84,214	60	171,235
October	23	68,037	59	151,849
September	25	75,836	51	148,987
August	44	134,193	63	173,111
July	95	267,846	173	491,104
June	140	410,926	238	728,458
May	129	398,042	201	601,675
April	57	179,852	125	375,044

San Francisco

(Inclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	477	885,753	470	862,712
April	419	796,654	465	895,918
March	418	816,268	446	819,813
February	409	744,590	390	729,773
January	415	797,676	416	759,577
December, 1921	439	845,793	461	854,595
November	432	791,219	445	869,988
October	445	780,840	454	787,144
September	459	807,276	440	749,911
August	464	770,980	457	788,238
July	275	699,092	335	676,340
June	194	474,948	211	543,629
May	271	594,409	164	426,255

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	117	350,494	103	282,285
April	98	277,582	110	319,103
March	107	323,515	125	362,451
February	93	294,309	103	334,507
January	72	225,800	85	274,080
December, 1921.	95	281,373	102	312,528
November	78	243,934	80	253,943
October	73	249,481	78	252,098
September	85	259,788	81	260,789
August	90	251,499	87	239,482
July	116	349,379	123	365,666
June	118	359,201	133	413,410
May	109	341,731	112	341,381

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	138	357,583	147	351,778
April	129	328,172	154	365,057
March	198	508,760	202	515,606
February	159	478,849	147	417,425
January	174	479,514	177	509,508
December, 1921.	183	528,191	180	517,996
November	177	489,119	166	454,118
October	163	431,637	157	443,447
September	168	434,912	150	387,151
August	**202**	**519,467**	**192**	**517,253**
July	158	450,050	159	436,884
June	100	331,505	110	341,278
May	106	299,777	99	282,583

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	236	632,495	230	610,916
April	221	565,559	225	594,842
March	235	643,251	258	716,568
February	197	582,189	201	576,973
January	225	621,483	217	603,995
December, 1921.	208	576,354	271	788,172
November	209	533,483	219	600,086
October	177	431,976	176	425,186
September	191	510,646	226	628,057
August	210	478,941	194	482,451
July	157	371,379	176	410,749
June	172	440,527	195	479,495
May	166	410,047	145	354,539

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	133	251,304	104	192,231
April	71	138,683	103	270,499
March	85	241,289	56	135,671
February	76	218,853	58	153,350
January	70	185,175	42	108,423
December, 1921.	94	239,170	61	134,039
November	62	137,585	80	180,940
October	99	229,800	67	158,695
September	**88**	**197,208**	**69**	**144,268**
August	100	280,687	63	102,032
July	98	178,403	81	115,503
June	138	211,667	100	119,945
May	122	190,148	87	98,008

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	61	109,793	55	114,691
April	61	144,237	62	123,238
March	73	136,937	57	110,363
February	54	122,606	59	117,172
January	71	147,866	64	136,242
December, 1921	85	194,757	87	216,233
November	87	104,489	47	86,559
October	64	124,089	60	122,949
September	**55**	**95,343**	**46**	**89,460**
August	57	108,936	48	83,486
July	67	156,801	58	101,850
June	53	101,592	51	92,800
May	43	67,627	45	71,756

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1922.....	53	161,709	45	138,927
March	75	172,471	59	139,424
February	76	105,243	63	108,207
January	88	149,622	101	125,795
December, 1921.	94	161,393	81	137,450
November	66	42,054	90	69,275
October	68	124,682	76	123,276
September	54	128,611	45	119,275
August	**50**	**117,775**	**40**	**106,243**
July	45	144,913	34	101,581
June	27	100,411	31	100,580
May	35	98,885	26	77,036
April	32	119,049	28	71,958

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922.....	89	107,629	82	101,318
April	77	81,917	81	86,471
March	97	78,984	92	76,531
February	84	67,080	78	68,137
January	77	69,850	77	72,321
December, 1921.	76	73,276	74	70,169
November	70	79,586	67	78,618
October	55	66,400	59	67,608
September	**62**	**77,229**	**70**	**101,948**
August	65	69,911	59	66,223
July	85	89,901	86	87,449
June	105	104,326	104	101,494
May	100	104,326	104	103,571

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1922.....	14	51,228	18	62,091
March	23	81,938	20	77,044
February	23	73,634	24	75,625
January	21	64,885	21	67,309
December, 1921.	29	92,777	32	99,527
November	24	37,712	12	16,794
October	13	21,191	8	13,652
September	**10**	**15,345**	**12**	**26,224**
August	13	17,192	13	14,265
July	13	15,195	11	9,597
June	15	15,723	12	12,749
May	4	8,324	10	8,885
April	17	54,804	19	64,310

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
May, 1922.....	11	20,536	16	40,181
April	8	20,485	15	42,591
March	6	12,845	19	47,946
February	9	17,568	15	40,622
January	6	11,561	9	23,601
December, 1921.	4	8,876	14	43,281
November	10	19,543	16	44,187
October	6	10,417	13	37,447
September	3	5,152	19	56,024
August	17	33,428	24	55,108
July	10	17,469	16	33,712
June	11	16,603	13	35,247
May	5	9,507	16	36,377

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
May, 1922.....	60	196,575	59	200,787
April	64	190,675	63	210,853
March	66	155,728	56	166,298
February	45	134,229	48	138,482
January	53	141,172	65	182,442
December, 1921	74	220,988	85	255,851
November	77	221,217	70	199,885
October	72	219,001	77	227,982
September	75	214,391	99	295,869
August	104	290,372	126	371,472
July	75	204,159	92	270,335
June	80	220,872	109	320,655
May	83	227,518	95	254,287

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
May, 1922.....	85	226,853	88	230,176
April	89	245,702	90	244,402
March	99	264,306	105	283,361
February	85	232,786	82	220,175
January	85	230,682	90	244,363
December, 1921.	92	266,763	94	279,862
November	89	263,595	92	273,424
October	100	302,941	97	292,067
September	89	238,484	78	234,287
August	91	250,330	91	256,577
July	75	236,945	74	229,228
June	46	134,342	47	140,328
May	53	166,878	51	159,331

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Marine Business Statistics Condensed

Port Traffic Record

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1922	42	61,751	47	98,825
March	48	45,312	40	105,309
February	28	27,173	30	86,028
January	32	53,779	31	92,096
December, 1921	22	42,359	21	27,001
November	23	30,705	27	46,519
October	17	36,682	16	32,223
September	24	74,633	28	26,929
August	24	15,558	21	58,492
July	28	39,566	28	54,057
June	27	33,405	19	33,187
May	19	10,705	20	38,180
April	25	44,706	26	43,695

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
May, 1922	90	303,623	88	292,595
April	90	282,288	101	313,829
March	91	318,679	87	269,369
February	73	233,148	81	250,138
January	82	261,439	77	261,604
December, 1921	106	359,401	104	339,605
November	92	286,179	89	263,940
October	93	256,932	89	263,993
September	87	224,944	92	254,039
August	74	193,578	70	167,193
July	70	168,438	59	142,181
June	76	212,571	85	214,705
May	71	193,427	56	141,542

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
April, 1922	9	24,854	7	31,049
March	12	45,966	8	34,272
February	13	53,367	11	46,372
January	11	46,093	12	50,449
December, 1921	8	26,053	16	50,847
November	12	50,551	16	59,677
October	13	46,530	10	44,661
September	12	43,665	19	65,515
August	6	19,722	3	13,095
July	14	45,133	4	13,674
June	7	21,703	16	43,556
May	12	34,612	9	24,997
April	13	42,378	9	37,802

Lake Erie Receipts

Out of a total of 1,585,305 tons shipped from upper lake ports in May, Lake Erie ports received 909,690 tons, as shown by figures compiled by MARINE REVIEW. The balance on dock June 1 was 6,493,045 tons against 8,083,839 tons on June 1, 1921. Detailed figures are:

Port	Gross tons
Buffalo and Port Colborne	195,491
Erie	.....
Conneaut	22,221
Ashtabula	341,817
Fairport	53,462
Cleveland	227,965
Lorain	.....
Huron	29,332
Toledo	19,766
Detroit	19,636
Total	909,690

Soo Canal Report

Freight movement through the Soo canal in May, 1922, shows a sharp decrease when compared with the same month in 1921. The figures are 3,316,645 net tons for 1922 and 6,155,063 net tons in 1921, a decrease of 2,838,418 net tons. The comparison of tonnage figures for the past seven years follows:

	Net tons
May, 1922	3,316,645
May, 1921	6,155,063
May, 1920	8,421,210
May, 1919	10,566,326
May, 1918	11,404,045
May, 1917	8,807,892
May, 1916	12,293,476

Of the total freight carried in May, 3,147,501 tons were handled through the United States canal while 169,144 tons passed through the Canadian canal.

The following tabulation gives the figures in detail for 1922 and 1921:

EASTBOUND

	To June 1, 1922	To June 1, 1921
Lumber, M ft. B. M	20,822	18,562
Flour, barrels	1,206,910	940,870
Wheat, bushels	34,370,956	21,202,295
Grain, bushels	32,486,482	19,850,300
Copper, net tons	5,989	3,360
Iron ore, net tons	1,460,714	2,747,361
Pig iron, net tons	40	.....
Stone, net tons	5,000	2,725
General merchandise, net tons	109,534	92,583
Passengers, number	398	750

WESTBOUND

Coal, soft, net tons	311,988	2,562,657
Coal, hard, net tons	7,100	324,495
Iron ore, net tons	.....	.....
Manufactured iron and steel, net tons	13,996	4,955
Salt, net tons	11,927	10,763
Oil, net tons	33,240	115,787
Stone, net tons	24,479	74,669
General merchandise, net tons	109,534	92,583
Passengers, number	558	592

SUMMARY

Vessel passages, number	1,581	1,885
Registered tonnage, net	3,809,004	4,438,078
Freight—		
Eastbound, net tons	3,443,430	3,926,285
Westbound, net tons	512,264	3,185,909
Total freight, net tons	3,955,694	7,112,194

Record of Traffic Through Panama Canal

1922		Atlantic to Pacific traffic —Panama Canal— No. of ships	net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	net tonnage	Tons of cargo
April	American	47	220,055	260,442	48	223,913	238,420	95	443,968	498,462
	Foreign	74	300,633	301,991	61	230,232	245,194	135	530,865	547,585
	Total	121	520,688	562,433	109	454,145	483,614	230	974,833	1,046,047
March	American	57	256,613	239,696	46	215,547	219,569	103	472,160	459,265
	Foreign	81	329,428	342,256	50	174,223	158,568	131	503,651	500,824
	Total	138	586,041	581,952	96	389,770	378,137	234	975,811	960,089
February	American	46	199,564	186,486	42	192,931	193,643	88	392,495	380,129
	Foreign	68	288,441	256,339	56	205,599	201,606	124	494,040	457,945
	Total	114	488,005	442,825	98	398,530	395,249	212	886,535	838,074
January	American	47	208,770	206,633	38	169,575	153,649	85	378,345	360,282
	Foreign	78	304,994	286,958	47	163,177	160,058	125	468,171	447,016
	Total	125	513,764	493,591	85	332,752	313,707	210	846,516	807,298
1921										
December	American	44	198,506	163,744	43	198,528	179,441	87	397,034	343,185
	Foreign	91	377,163	353,366	61	243,047	256,502	152	620,210	609,868
	Total	135	575,669	517,110	104	441,575	435,943	239	1,017,244	953,053
November	American	48	227,644	173,027	36	160,457	182,992	84	388,101	356,019
	Foreign	75	311,373	213,654	63	242,937	285,767	138	554,310	499,421
	Total	123	539,017	386,681	99	403,394	468,759	222	942,411	855,440
October	American	43	201,893	165,942	46	195,968	217,141	89	397,861	383,083
	Foreign	88	369,282	208,495	78	302,411	394,197	166	671,693	602,692
	Total	131	571,175	374,437	124	498,379	611,338	255	1,069,554	985,775
September	American	46	210,031	161,875	41	200,375	222,226	87	410,406	384,101
	Foreign	82	320,603	138,845	52	194,128	231,948	134	514,731	370,793
	Total	128	530,634	300,720	93	394,503	454,174	221	925,137	754,894
August	American	43	148,188	146,159	51	180,346	234,208	94	328,534	380,367
	Foreign	77	339,031	171,811	65	297,711	287,095	142	636,742	458,906
	Total	120	487,219	317,970	116	478,057	521,303	236	965,276	839,273
July	American	36	151,595	103,698	37	169,842	212,523	73	321,437	316,221
	Foreign	69	251,456	154,742	64	237,720	238,019	133	489,176	392,761
	Total	105	403,051	258,440	101	407,562	450,542	206	810,613	708,982
June	American	47	214,919	199,183	34	126,642	142,052	81	341,561	341,235
	Foreign	56	200,383	160,401	55	219,533	193,084	111	419,916	353,485
	Total	103	415,302	359,584	89	346,175	335,175	192	761,477	694,720
May	American	38	156,454	198,197	52	213,749	217,597	90	370,203	415,794
	Foreign	62	257,975	193,126	58	236,439	193,815	120	494,414	376,941
	Total	100	414,429	381,323	110	450,188	411,412	210	864,617	792,735
April	American	46	200,290	223,033	45	194,368	146,660	91	394,658	369,693
	Foreign	72	292,216	277,768	64	268,629	260,152	136	560,845	537,920
	Total	119	492,506	500,801	109	462,997	406,812	227	955,503	907,613
March	American	54	230,125	261,033	46	205,864	120,223	100	435,989	381,256
	Foreign	86	383,466	375,546	69	293,363	327,761	155	676,829	703,307
	Total	140	613,591	636,579	115	499,227	447,984	255	1,112,818	1,084,563
February	American	42	191,402	219,545	58	238,697	215,479	100	430,099	435,024
	Foreign	72	243,831	255,327	69	242,908	262,553	141	486,739	517,880
	Total	114	435,233	474,872	127	481,605	478,032	241	916,838	952,904
January	American	45	197,955	222,414	58	222,147	234,016	103	420,102	456,430
	Foreign	89	319,764	334,744	87	354,457	385,879	176	674,221	720,623
	Total	134	517,719	557,158	145	576,604	619,895	279	1,094,323	1,177,053

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of Vessel	Date	Nature	Place	Damage Resulting
Annie Moiles	May 11	Fog, col.	St. Clair River	Sunk
Antonio Lopez	May 8	Disabled	Cadiz	Lost blade
A. R. Co. No. 68	May 11	Collision	Point Breeze, Phila.	Heavy
Argo	May 17	Ashore	Sturgeon Point	Shoe damaged
Ada A. McIntyre	May 19	Ashore	Grand Manan	To port side
Andree	May 21	Collision	Delaware Bay	Hole stove
Arlington	May 20	Disabled	Boston	Boil. trouble
Andrea Luckenbach	May 26	Grounded	Off Port Gamble, Wash.	Undamaged
Ala	May 17	Disabled	At sea	Not stated
Aviator	June 1	Disabled	Off Hatteras	Eng. trouble
Abbie Keast	June 8	Struck rock	Parrsboro	Total loss
A. F. Harvey	June 3	Grounded	Toledo	Not stated
Blue Hen State	May 10	Fire	New York	Slight
Beeco	May 10	On rocks	Renews Rocks	Not stated
Brightlight	May 15	Fire	Off St. George	Not stated
B. R. Tower	May 14	Wrecked on reef	N.E. of Grand Turk	Bottom dam.
Belita	May 30	Disabled	New York	Boil. dam.
Beechwood	May 29	Sunk	Winter Quarter Shoal	Total loss
Berlin	May 22	Ashore	Ugaguk Flats, Alaska	Total loss
Barbara W.	June 8	Ashore	Isle Haute	Holes in bottom
Baracoa	June 3	Leak. & dis.	New York	Lost rudder
Buffalo	June 3	Disabled	Duluth	Lost blade
Columbia	May 10	Ashore	Rochelois Bank, Gonaives Channel	Prop. fouled
City of Auckland	May 15	Grounded	Port Said	Undamaged
Conestoga	May 21	Fire	Cardinal Canal	Total loss
Cardonia	May 21	Grounded	Mississippi River mouth	Undamaged
Coalinga	May 17	Grounded in mud	Off Alameda Pier, San Francisco	Not stated
City of Beaumont	May 19	Disabled	Sewalls Point	Bad leak
Corone	May 19	Disabled	New York	Steerer dis.
City of Flint	May 20	Fire	Bremen	To cargo
Catawamteak	May 1	Leak	Monhegan	Sunk
D. S. C. No. 18	May 15	Fire	Off St. George	Not stated
Dallas	May 13	Ice	At sea	Rudder broke
Dio	May 12	Disabled	At sea	Lost prop. blade
Dixie	May 16	Fire	New York	To cargo
Dannedaike	May 16	Grounded	Near Texas City Channel	Not stated
Edward U. Demmer	May 12	Disabled	Off Conneaut	Broke crank shaft
Else Hugo Stinnes	May 10	Fire	Near Halifax	To cargo
Esther K.	May 14	Fire in cargo	Off Coopers Point	Ves. undamaged
Edgemoor	May 12	Disabled	Sandy Hook	Eng. trouble
Eugene V. R. Thayer	May 11	Grounded	Near Galveston	Not stated
Egypt	May 20	Collision	Is. of Ushant	Total loss
Eagle No. 17	May 19	Fog, ashore	Near Montauk Point	Breaking up
Egremont	May 23	Bulkhead leak.	Alexandria, E.	Slight
Elk Garden	May 28	Not stated	Off Hog Island, Va.	Sunk
Eleanor Taylor	May 29	Collision	Off West Bank	Unknown
Eastern Dawn	June 7	Disabled	E. of Boston	Not stated
Edna Hoyt	June 8	Collision	At sea	Slight
Ely	June 5	Disabled	Cape Lookout Cove	Eng. trouble
Eastern Prince	June 6	Struck obstacle	Vancouver	Broke prop. blades
Feliciana	May 16	Disabled	Near Queenstown	Machy. damaged
F. J. Luckenbach	May 20	Fire	Los Angeles	To cargo
Florence	May 31	Disabled	Brunswick, Ga.	Not stated
Frederic Ewing	May 30	Disabled	S. E. of Currituck	Eng. trouble
Freifield	June 7	Disabled	Hamburg	Engines dis.
Flores	June 5	Grounded	Gulfport	Undamaged
Grand Desert	May 10	Not stated	Bayfield, P. E.	Total wreck
Greenbrier	May 4	Ashore	Port Morant	Undamaged
George R. Bradford	May 11	Squall	At sea	Topmasts gone
Glenfinnan	May 18	Collision	Passage Is. light	Not stated
Gen. John Wilkins	May 19	Fog, ashore	Orient Point, L. I.	Heavy
Grand Turk	May 29	Collision	Off West Bank	Bowsprit broken
Henry P. Mills	May 10	Disabled	Marcus Hook	Not stated
Hastings County	May 15	Disabled	At sea	Lost prop. blade
H. F. Alexander	May 21	Collision	Delaware Bay	To plates
Herbert T.	May 26	Capsized	New York	Not stated
Harvester	June 10	Struck pier	Soo	To plates
Italia	May 12	Grounded	Baltimore	Not stated
Iowan	May 28	Collision	Columbia River	Heavy
J. T. Hutchinson	May 11	Fog, col.	St. Clair River	Undamaged
Julia Luckenbach	May 10	Explosion	Communipaw	Not stated
J. J. Turner	May 13	Grounded	St. Clair Flats canal	Undamaged
Janelew	May 19	Disabled	Alligator Reef	Turbine dis.
J. J. Turner	June 9	Grounded	St. Clair Flats canal	Jettis. cargo
J. A. Bostwick	June 8	Collision	At sea	Slight
J. A. Moffett	June 7	Collision	San Francisco	To plates
John Barrett (tug)	June 5	Struck by prop.	Hoboken	Not stated
Lombardy	May 18	Grounded	Off Montevideo	Eng. room & holds flooded
Larimer	May 28	Not stated	Off Hog Island, Va.	Sunk
M. O. Crowell	May 9	Grounded	Schuylkill	
Midland King	May 18	Collision	Passage Island light	Plates damaged
Muncaster Castle	May 16	Fire	Galveston	To cargo
Middlesex	May 25	Ashore	Trundy Reef	Bad leaks
Madawaska	May 28	Grounded	Tungsha	Water in hold
Marion N. Cobb	May 29	Grounded	Florida coast	Not stated
Matsonia	June 7	Collision	San Francisco	Undamaged
Manhattan Island	June 8	Fire	Ponta Delgada	Not stated
Montcalm	June 3	Grounded	Becancour	Rudder broke
Nurtureton	May 10	Fire	Baltimore	Slight
New England	May 13	Disabled	Bermuda	Tank & circ. pump dis.
North Pacific	May 19	Disabled	N. of Ambrose Lightship	Eng. trouble
Northern No. 2	June 4	Disabled	Portland	Bad leak
Ozmo	May 17	On rocks	Cape Blanco	Not stated
Oakley C. Curtis	May 20	Ashore	Lovells Island	Undamaged
Passaic	May 29	Sunk	Winter Quarter Shoal	Total loss
Perceler	June 3	Grounded	Fort George Isl.	To rudder & keel
River Araxes	May 15	Fire	New York	To cargo
Rapallo	May 17	Disabled	St. Michaels	Piston broke
Rainier	June 2	Disabled	San Francisco	Broke thrust shaft
Samuel Mitchell	May 11	Ice fields	Duluth	To stern
Santa Luiza	May 8	Ashore	Near St. Johns River	Not stated
Santa Barbara	May 8	Fire	Baltimore	Slight
Strathcona	May 6	Ashore	Butt's Rock	Total loss
Sternlight	May 11	Fire	New York	Heavy
Seine	May 20	Collision	Island of Ushant	Bow badly damaged
Sub. chaser 127	May 24	Grounded	False Spit (Near Great Brewster)	Undamaged
Siam City	May 14	Fire	At sea	To cargo
Shinkoku Maru	May 19	Ashore	Shanghai Bar	Cargo abandoned
Southwestern Miller	May 18	Fire	At sea	To cargo
Salina	June 9	Ashore	Fox Bay, Anticosti Island	Not stated
Swan	May 27	Storm, dis.	Pensacola Bay	Eng. trouble
Tancred	May 11	Collision	Point Breeze, Phila.	Undam.
Thomas Crowley	May 12	Grounded	Ballard Beach	Undamaged
Tarantia	May 19	Ran into dock	Norfolk	Slight
Virginia Olson	May 22	Dense fog	San Pedro	Sunk
Ward	May 11	Disabled	Hampton Roads	Not stated
West Gambo	May 9	Not stated	Montevideo	Cargo heated
Westmead	May 13	Disabled	At sea	To air pump & prop. blade
West Cherow	May 12	Disabled	Balboa	Slight
West Ira	May 5	Disabled	Shanghai	Eng. trouble
Western Maid	May 17	Disabled	At sea	Machy. dis.
West Kebar	May 21	Col. with iceberg	Off Cape Race	To stem & plates
West Imboden	May 24	Disabled	New York	Eng. trouble
Welsh Prince	May 28	Col., sunk	Columbia River	Broke in two
Wiltshire	June 1	Ashore	New Zealand coast	Broke in two
Waltham (tug)	May 28	Disabled	Sandy Hook	Not stated
Wm. A. McKenney	May 1	Disabled	Watlings Is.	Fractured shaft
Waukanna	June 9	Fire	Boston	Not stated
West Durfee	June 9	Disabled	Southampton	Not stated
Zebedee S. Cliff	May 17	Disabled	Boston	Rudder dam.

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Activities in the Marine Field

Latest News from Ships and Shipyards

Lake Activities Indicate Lively Season

BY MYERS L. FEISER

WITH contracts placed for the construction of nine lake vessels; with the 1922 seasonal ore price definitely fixed at 50 cents under the 1921 level; with rail freights on ore from lower lake ports to furnaces reduced 10 per cent in advance of the general freight reduction ordered for July 1; and with lower carrying charges on the lakes and promised reductions in ore rates by the railroads at the lead of the lakes, the 1922 navigation season has all the earmarks of a normal, active year. Most of the activity noted, however, has been late in starting and, therefore, may not rank the year well up in the annual statistical record of tonnage moved, vessels built, etc. After the lean year of 1921, however, the general revival now apparent casts a brighter hue on the entire situation. All of the tonnage of the Pittsburgh Steamship Co. and of several other lines finally has got under way and while a number of bottoms still are tied up, it is hoped that the coal strike will be so terminated as to give all ships, especially when the grain movement starts, remunerative emp'oyment. More blast furnaces are blowing in steadily, forcing a greater movement of ore from the lower lake ports as well as calling for larger shipments from the upper lake docks

Three more vessels have been added to the six now under contract. Two of these are 600-foot bulk freighters for the Pittsburgh Steamship Co. to come out next season. The other is a similar type ship for the Tomlinson interests. The three of these are being built by the American Shipbuilding Co., Cleveland. The six others under construction are the Kinsman boat and an automobile ferry at Toledo, the Oakes vessel at Cleveland, the self-unloader at Manitowoc, the Wilson ship at Ecorse and the Mathews steamer at Port Arthur.

* * *

The Russell Wrecking Co., Toronto, has bought from the underwriters the wooden steamer JOYLAND of the Canada Steamship lines which ran ashore at Little Round island late in April and was abandoned.

* * *

The steamer CONESTOGA burned to the water's edge in the Cardinal canal late in May and was a total loss. The fire broke out when the vessel was in the lift lock. The crew succeeded in getting her out of the lock before abandoning her. No cause for the fire has been found.

* * *

Several changes in the executive staff of the Kelley Island Dock & Steamboat Co. were made at the recent annual meetings of the stockholders and directors. The stockholders elected Roland E. Brown a director succeeding the late January Coutcher and the directors in turn elected Mr. Brown vice president. John Cameron was made president and William F. Burger was elected general manager succeeding Mr. Cameron. George Suhr was elected treasurer and an executive committee was selected composed of Messrs. Cameron and Brown and Otto Dodge.

* * *

Collision between the steamers MIDLAND KING and GLENFINNAN a few miles southeast of Passage island recently resulted in slight damage to both vessels. Both were proceeding a slow speed in a fog when the accident occurred.

* * *

The steamer ARGO sustained a damaged shoe when she went ashore at Sturgeon Point recently, enroute from Cleveland to Buffalo to load grain for Montreal. She was released in a few hours and towed to Buffalo for repairs.

* * *

Osborn, Slosson & Smyth, Inc., is the name of the combined firms of Osborn & Co. and Slosson & Smith, insurance brokers on the Great Lakes, with offices in Chicago, Cleveland, New York and Pittsburgh.

* * *

Capt. Henry L. Savage died June 10 at his home in Cleveland following a brief illness. For 13 years he has been in charge of lighters for the Pittsburgh Coal Co. and had been master of several Cleveland vessels.

* * *

Lightered of 100 tons of her coal cargo, the steamer J. J. TURNER, upbound, was released after grounding recently at the lower end of the St. Clair flats. She reloaded and continued on to Milwaukee.

* * *

Early in June the Lake Carriers association advised its members it recommended a draft of 20 feet for Blackwell canal and the outer harbor at Buffalo.

* * *

Damaging several plates necessitating repairs at South Chicago, the steamer HARVESTER struck a pier recently at the Soo.

* * *

Decision of Federal Judge Westenhaver of Cleveland, in allowing Capt. Olaf Alaksen of the shipping board steamer ELLENORAH, $3000 for picking up the disabled vessel AVONDALE of the board fleet, 500 miles off St. Johns, N. B., recently was upheld by the federal court of appeals at Cincinnati. Captain Alaksen was allowed $1000 by the board. He sued, obtained the $3000 verdict and the board appealed.

* * *

The barge R. J. FORSTER recently left Cleveland with a cargo of nails from the American Steel & Wire Co. for New York. She and the barge SARAH LENAHAN, which returned light, had taken cargoes of sulphur from New York for the Grasselli Chemical Co. at Cleveland.

* * *

Power wires have been erected across the Kaministiquia river at Elevator D, Fort Williams. They are 140 feet high at the elevator, 100 feet high on the opposite side of the river and 75 feet high in the middle. Vessels have been cautioned to stay close to the elevator in passing.

* * *

Wreckage of the lighter NEWMAN, which foundered near the Conneaut harbor entrance last December, is being removed.

* * *

Capt. Samuel W. Gould, assistant inspector of steamboats at Cleveland from 1890 to 1894 and father of Capt. Thomas W. Gould, present inspector for the Cleveland district, died recently at the age of 76 years. For eight years he was in charge of dredging at Cleveland. He was born in Bristol, Eng., in 1846, came to America when 14 years of age and located in Cleveland in 1869. He had been master of a number of sail and steam boats. For 28 years he conducted a navigation school in winter.

* * *

The MONTCALM, Canadian Pacific passenger steamer, sustained a broken rudder when she went aground at Becancour, opposite Cape de le Madeleine, early in June.

* * *

Grounding in the river at Toledo early in June, the steamer A. F. HARVEY was delayed in her trip to Detroit with a cargo of coal.

* * *

Officers of the Great Lakes Protective association's advisory committee have been re-elected as follows: Chairman, J. S. Ashley; treasurer; A. E. R. Schneider; counsel, Harvey D. Goulder; secretary, George A. Marr; and assistant treasurer, J. A. Armstrong.

* * *

The United States engineer's office at Chicago has announced that the deepening of the channel through the "rock section" of Calumet river extending from 111th to 114th streets, South Chicago, was completed May 31. The channel has been found by sweeping to have full project depth of 21 feet and is now open to navigation for its entire width of 200 feet. Vessels should not attempt passage drawing more than 21 feet. In the river from the mouth up to the "rock section" the mid-channel depths are in excess of 21 feet, with soft fill along the sides. Above the "rock section," southward

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to the Armour elevator and the General Chemical Works, the depths are 18 to 20 feet with soft bottom.

* * *

The United States lake survey reports the monthly mean stages of the Great Lakes for the month of May:

Lakes	Feet Above Mean Sea Level	
	April	May
Superior	601.45	601.94
Michigan and Huron ..	579.93	580.40
St. Clair	575.08	575.25
Erie	572.35	572.74
Ontario	246.06	246.55

Lake Superior is 0.49 foot higher than last month, 0.18 foot lower than a year ago, and 0.20 foot below the average stage of May of the last 10 years. Lakes Michigan and Huron are 0.47 feet higher than last month, 0.18 foot lower than a year ago and 0.29 foot below the average stage of May of the last 10 years. Lake Erie is 0.39 foot higher than last month, 0.35 foot lower than a year ago, and 0.08 foot below the average stage of May of the last 10 years. Lake Ontario is 0.49 foot higher than last month, 0.13 foot lower than a year ago, and 0.17 foot below the average stage of May of the last 10 years.

* * *

Sale by auction of the Emergency Fleet corporation's housing project at Wyandotte, Mich., brought $211,550. The Wyandotte property consists of 13 acres, on which are 79 dwellings, of frame and stucco construction. The total original cost was $527,000. The average price was the highest obtained in any of the house auctions held to date.

Along the Atlantic Bays

EXPORTS of grain at Baltimore in May amounted to 6,109,214 bushels, as compared with 4,688,587 bushels in May 1921 and 4,809,201 bushels in May 1920. Shipments of corn alone last month reached 3,078,725 bushels.

* * *

A Mexican chamber of commerce has been organized in Baltimore to place organized assistance at the disposal of the Mexican consul for the development of trade between his country and Baltimore.

* * *

W. A. Blake & Co. have been announced as Baltimore representatives of the line to be operated from there to Scandinavian ports by C. H. Sprague & Co. The ports of Copenhagen, Gothenburg and Christiania will be served, the first clearance being the steamer HINCKLEY in June.

* * *

The Foreign Trade club of Baltimore has given official endorsement to the Hague rules for uniform bill of lading adoption.

* * *

Two hundred students of the foreign trade school of Georgetown University inspected the port of Baltimore in May. The party was conducted by the Export and Import Board of Trade.

* * *

Ending a trip around the world the steamer ECLIPSE arrived at Baltimore late in May. Before sailing she had been fitted with an electric drive for her turbines and according to the captain the engines functioned satisfactorily during the entire voyage.

* * *

The Atlantic, Gulf & Pacific Corp., Baltimore, operating six steamers between Atlantic coast, Puget sound and Pacific coast ports will increase its fleet to nine and possibly 10 carriers. It is also understood that the Williams line will increase its present fleet to seven steamers.

* * *

Deepening of Baltimore's Port Covington channel has begun. The channel is to be made 100 feet wide and 27 feet deep, entailing the removal of 1,200,000 cubic yards of material. It is to be a continuation of the channel from Fort McHenry to Ferry bar, the present deepening extending to the Hanover street bridge. The whole channel will ultimately be widened to 400 feet.

* * *

Arrivals of seagoing vessels at the port of Baltimore during May totaled 205, an increase of 26 over April. Of the 10 countries represented America leads with 125, an increase of 19 over the previous month. British arrivals were 39 as compared with 23 last month.

* * *

Work has been resumed for completion of the passenger liner BELGENLAND, of the Red Star line, the largest ship designed to ply to Belgian waters, according to the International Mercantile Marine Co. The BELGENLAND will register about 26,000 tons. She was designed for the Antwerp trade, with capacity for 3000 passengers, was launched at Belfast, in 1914, was put into commission as a transport without her passenger accommodation, and under the name BELGIC did excellent service carrying troops and supplies. Following the armistice she made several trips between New York and British ports with cargo. It is expected that the BELGENLAND will be ready for her maiden voyage in the spring of 1923.

* * *

A 92-foot coal lighter has been launched at Baltimore by Charles L. Rhode & Sons for the Hamilton Coal Co. The lighter will be used for harbor and bay deliveries.

* * *

The Norton Lilly line between Baltimore and Brazilian and Far Eastern ports is increasing in activity. The steamer FROGNER arrived in May with a large cargo of manganese ore for Sparrows Point steel mills and immediately loaded out a general cargo for Far Eastern ports.

In the North Atlantic

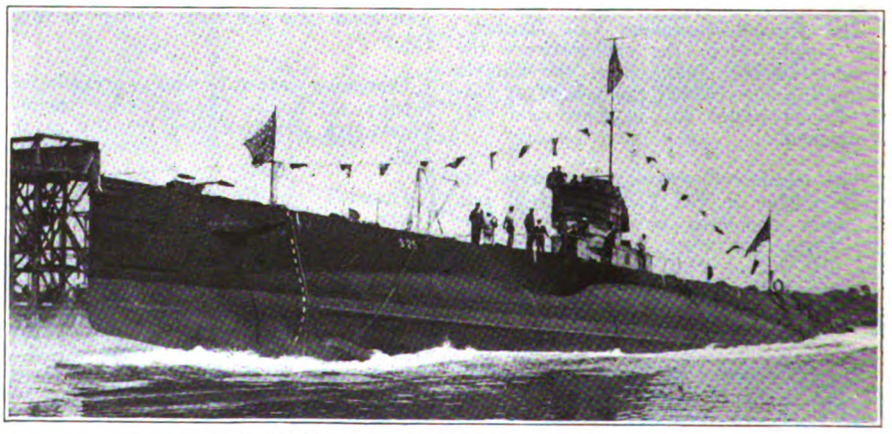
CONTE ROSSO, new transatlantic liner of the Lloyd Sabaudo line, the largest ship flying the Italian flag, reached New York late in May on her maiden voyage. She is 500 feet long and 74 feet beam with a displacement of 21,000 tons. She can carry 200 first cabin, 250 second cabin and 1500 steerage passengers. The vessel was described in the June issue of MARINE REVIEW.

* * *

The MAJESTIC, big White Star liner, completed her first round voyage by making the eastbound voyage in 5 days, 11 hours, 56 minutes. Including a stop at Cherbourg, she reached Southampton in 6 days, 5 hours. The average speed on the trip was 23.59 knots, with a maximum for one period of five hours, of 27.10 knots.

* * *

Speed in the transatlantic crossing has become of interest since the MAJESTIC was first reported as holding speed possibilities originally unknown to her new English owners. This vessel was built by the Germans and except for ranking as the world's largest vessel was not



FORE RIVER STILL LAUNCHES SUBMARINES

The submarine S-25 recently was launched from the yards of the Fore River shipbuilding plant of the Bethlehem Shipbuilding Corp., Quincy, Mass. She was built from designs of the Electric Boat Co. and is 219 feet long, 22.11 deep and 20.8 wide.

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supposed to claim distinction, particularly in speed. But her trial trip revealed a greater speed than the English had anticipated. Since that time, rumors of trials against the record held for years by the MAURETANIA of 4 days, 10 hours, 41 minutes have been heard. On the last May trips, the AQUITANIA set a new record for herself when she steamed 568 miles in one day.

* * *

The steamer ABRON, a shipping board boat, with C. H. Sprague & Son, Boston, as agents, is to be renamed the NANTUCKET ISLAND.

* * *

Ten wooden steamers of from 4000 to 5000 tons each have been sold by the shipping board to the Berendsohn and Altenwaerder companies, both German.

* * *

The United Fruit Co. has issued to shippers a supplement to its freight tariff No. 290-B, applying on commodities to and from New York, Boston, New Orleans and Cartagena, Puerto Colombia and Santa Marta, Colombia. The supplement states that the former rates have been withdrawn and cancelled and that rates will be quoted upon application.

* * *

A contract for the construction of an ocean-going tug and five barges of modern type has been placed with a New York shipbuilding corporation by the Rockland & Rockport Lime Corp., Rockland, Me. A new corporation to take over the transportation end of the company's business has recently been formed, known as the Rockland Transportation Co. George B. Wood is president.

* * *

The Atlantic & Southern Navigation Co., Boston, has been incorporated recently for $100,000. Arthur V. Harper is president.

From the South Coast

GENERAL cargo sailings from Norfolk have been increasing so rapidly in the past few months that Hampton Roads is in a position to make a stronger bid than ever for its share of export business. Quick dispatch is characterizing the service offered and cargo bookings are increasing surprisingly with each addition to steamship service of the port. Only three routes are considered of importance at the present time, United Kingdom ports, Germany and the Far East but other lines are finding sufficient cargo to maintain a schedule that is gradually bringing business to that port.

* * *

An inquiry to fix the blame for the LAKE STERLING-BREWSTER collision in the James river April 21 in which the latter vessel sunk and her chief engineer, C. W. Hussey was drowned, will be held in Norfolk by the United States steamboat inspectors.

* * *

Hampton Roads shipped more than 1,000,000 tons of coal to New England in March, according to figures compiled by the United States geological survey, breaking the record for these shipments of the last two years. The shipments amounted to 1,160,787 net tons.

* * *

Authority to make a survey of the eastern and southern branches of the Elizabeth river with a view to determining the cost of deepening the channels and the advisability of making the expenditure for dredging has been received by Col. J. C. Oakes, Hampton Roads district harbor engineer, from the war department at Washington.

* * *

The city of Norfolk has bought the minesweeper GEN. HARVEY BROWN, which will be converted into a fireboat for Norfolk harbor. City Manager Ashburner has announced that the deal with the government had been completed. The price paid by the city was $12,000. It will cost probably $30,000 more to equip the boat with motor driven fire pumps and other fire fighting equipment. The boat was built before the war, for the use of the quartermaster corps of the army. During the war she was converted into a minesweeper and used in the North sea.

* * *

Shipping out of Hampton Roads is back to almost a normal basis, according to reports made by the Masters', Mates and Pilots' association. Of nearly 600 members, all but 30 are regularly employed, according to officers of the association.

* * *

Three months work toward cleaning out James river channel in the vicinity of Rock Landing shoals, about 10 miles above Newport News, will be done by the suction dredge ABSECON.

* * *

The contract between the city of Norfolk and the J. Rosenbaum Grain Co. of Chicago, for the lease of the municipal grain elevator, has been approved by the city council. The contract provides for a minimum revenue to the city of $70,000, of which $20,000 is to be rental and the balance inspection fees and the city's commission on the minimum amount of grain that the company has agreed to handle.

* * *

The steamers BERKLEY and BRANDON, owned by the Old Dominion Steamship Co., have been sold to the New York-Cape May Steamship Co., according to reports reaching Norfolk. Both vessels were operated by the Old Dominion company between Norfolk and Richmond. They were considered two of the best river boats ever operated from Norfolk, and made the trips on the James river daily. For the past two years the BRANDON and BERKLEY have been laid up at Newport News. They will need overhauling.

* * *

Col. J. C. Oakes, for three years United States district engineer at Norfolk, has been transferred to New York.

Along the Gulf Coast

MEMBERS of the state harbor commission of Alabama and citizens of Mobile and Birmingham recently visited the port of New Orleans to gather information and observe the operation of the port facilities. This was in preparation for an intense campaign in Alabama for adoption of a constitutional amendment to sell $10,000,000 of state bonds for the improvement of the port of Mobile. Grain elevators and cotton warehouses will be the first structures to be erected at Mobile if the amendment be adopted in November.

* * *

Announcement of a cut of 10 to 13 per cent in railroad rates for July was unfavorably received among ship operators at Gulf ports as they expect it to result in holding up shipments for lower rates.

* * *

Practically every steamship agent in New Orleans attended the annual convention of the Millers' National Federation in Kansas City May 31 and June 1 and 2. They are united in an effort to get a greater movement of flour through New Orleans.

* * *

Abolition of the requirement that vessels be seven days out of Mexican ports before entering New Orleans, which caused them to wait three to four days at the quarantine station down the river, has cut the time between those ports and New Orleans to three to four days and saved ship operators approximately $300,000 a year. It is expected passenger traffic, reduced to an unprofitable minimum by this requirement eight years ago, will be restored to a profitable volume.

* * *

The New Orleans port commission has leased the 2000-foot wharf and one of the three 6-story concrete warehouses, 140 feet front by 600 feet depth, of the army supply base on terms that do not require preference for American ships and do require preference for the Mississippi-Warrior barges. Rent for the first five years will be based on the rental value of other port facilities as indicated by their earnings and thereafter each five years rent will be based on the actual earnings of the property leased. The port commission plans to get the other two warehouses when the war department finds some other place for artillery and other military material now stored there. Some floors of the warehouse will be sub-leased to manufacturers.

* * *

Two cargo records on the Gulf coast were broken in May. The CABADELLO, a Brazilian ship, took more than 2,000,000 feet of lumber from Gulfport for Rio de Janeiro and the American steamer HIGHO of the Dixie line unloaded 29,593 boxes of lemons from Sicily at New Orleans. The lumber cargo was the largest of the kind ever shipped to the tropics and the

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lemons the largest ever shipped out of Sicily.

* * *

A proposal to build a truck and tractor factory on the industrial canal at New Orleans will be placed before the stockholders by J. B. Culbertson, president of the Wichita Motors Co., Wichita, Tex., who inspected the canal and adjacent property before leaving for a tour of the company's agencies in Central and South America. Ninety per cent of the company's exports to 73 countries go through New Orleans.

* * *

The Gulf & Cuban Navigation Co. of Cuba, has established a 12-day service between New Orleans and Matanzas, Cardenas and Sagua. The Maritime Contracting Co. represents the line at New Orleans.

* * *

Through bills of lading to interior points in Mexico have been resumed, after eight years suspension, by contract between the Ward line and the National railways of Mexico.

* * *

Edward F. Goltra of St. Louis, has been authorized by the war department to run barges between St. Louis and New Orleans with cargoes of liquids, liquid asphalt, coal, lumber, sulphur, ties, salt, sand, cement, gravel, crushed stone and such grain as cannot be transported by the federal barge line.

* * *

Increased volume of silt caused by high water in the Mississippi has shoaled the dredged channel to the east of the incomplete jetty system at Southwest pass in the delta. This did not occur at South pass, where the jetty system is complete. The river and harbor bill having been passed, shipping interests at New Orleans are waiting for the federal engineers to allot Southwest pass its share. The dredging, which appears to have been ineffectual, is practically the only work done at the pass in two years.

* * *

John F. Lent, president of the Lent Traffic Co., Pittsburgh, has arranged for terminal facilities at New Orleans for a barge service now running between Memphis and Pittsburgh, to serve to New Orleans.

* * *

Stevedoring rates for shipping board vessels at Gulf ports have been cut 10 to 15 per cent and independent operators are expected to make the cut general. With the exception of the Tampa-Interocean Steamship Co., operators of shipping board vessels at New Orleans do their stevedoring through subsidiary companies. The New Orleans longshoremen and cotton loaders, who have a contract to December, expect a cut in their wages to follow the lowering of charges.

* * *

The first cotton cargo fire reported in 1922 forced the German ship ELSE HUGO STINNES, out of New Orleans for Bremen and Hamburg, to put in at Halifax. The fire occurred in a shelter deck load of cotton.

* * *

Despite the objection of the United Fruit Co., the Clyde line will continue to operate shipping board vessels between New Orleans and Colombia until the board gets evidence that withdrawal of its ships would not turn cargo over to foreign ships. The United Fruit claims there is too much tonnage on the route.

On Californian Shores

DISPUTE over the rights to a certain apparatus for the rapid bunkering of ships, between Leland S. Rosener and the King Coal Co. on one hand, and the Standard Coal Co. on the other, has been settled by decision of the commissioner of patents granting priority rights to Mr. Rosener. Suit was filed by the Standard company more than a year ago, but was held up by a petition from Mr. Rosener that the commissioner of patents be allowed to settle the case by ruling on priority rights.

* * *

Removal of the Associated Terminals from Piers 29 and 31 to Pier 46, in San Francisco waterfront, caused several steamship lines to change their berths recently. The Luckenbach line moved from Piers 39 and 41 to the piers vacated by the Associated Terminals, and the first steamer to dock at the new Associated Terminal on Pier 46 was the China Mail liner NILE which arrived from the Orient. The General Steamship Co. the French Line and the Transatlantic Steamship Co.'s vessels also now docked at the new terminal.

* * *

The Admiral line steamer PRESIDENT has been renamed DOROTHY ALEXANDER in honor of the eldest daughter of H. F. Alexander, president of the company. This is the third passenger liner of this fleet to be renamed for a member of the Alexander family. The steamer CALLAO was re-christened RUTH ALEXANDER, and the GREAT NORTHERN was given the name of H. F. ALEXANDER. The trio are the largest and best of the company's fleet operating as passenger carriers in the coastwise trade.

* * *

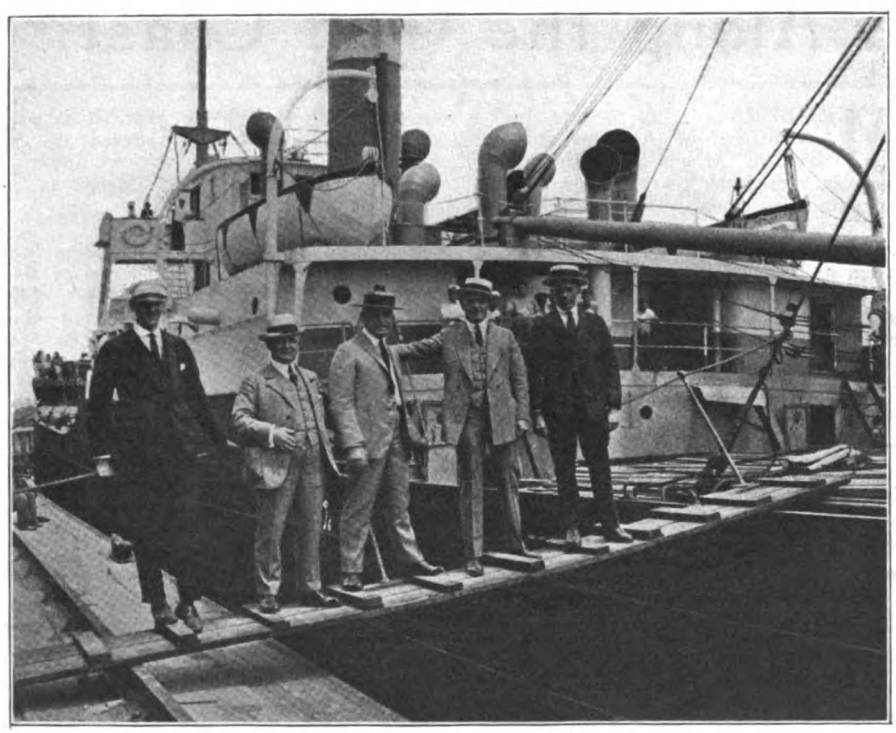
Transpacific passenger lines of the Pacific coast have organized a conference, with L. E. Wilson, formerly general passenger agent of the Pacific Coast Steamship Co., as secretary. Representatives of the various lines will act as chairman in turn.

* * *

United States steamship inspectors at Honolulu have suspended the license of Capt. C. Johanson, for running the motorship LA MERCED aground in the channel there, May 9. The suspension was for 10 days, and the motorship lay idle in Honolulu until the skipper's license was returned to him. The vessel belongs to Walter Scammel.

* * *

Export and import trade in the South Seas is dull, according to Douglas B. Crane, of Wightman & Crane, importers and exporters of San Francisco, who is



BEAUMONT STEAMSHIP LINES SEEK FOREIGN TRADE

Lykes and Lone Star Steamship lines unite with Beaumont, Tex., chamber of commerce in financing the trip of a business commission through the West Indies. On May 1, the delegation left Beaumont on the LAKE SLAVI on a trip which took about a month and included practically every principal port in the West Indies. The delegation above includes, from left to right: C. L. Nordsick, master of the LAKE SLAVI; Ben S. Woodhead, chairman of the wharf and dock commission of the city of Beaumont and well known lumber exporter; Tom S. Reed Jr., president of the Beaumont chamber of commerce and wholesale grocer; Mayor B. A. Steinhagen, Beaumont, president of large rice milling corporations, and L. E. Scott, steamship broker, who served as secretary and interpreter for the commission.

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at home again after a six months' business tour through Australia, New Zealand and ports of the South Seas. There is a great deal of idle tonnage in all those ports, Mr. Crane said.

* * *

After 48 years of service as a pilot on San Francisco bay, Capt. David F. Van Pelt has retired. He is 70 years old.

* * *

Employes of the Matson Navigation Co., held their third annual picnic at Madrona, across the bay from San Francisco, June 4. A special train handled the crowd of nearly 1000.

* * *

William Smith has been appointed manager of the Crowley Derrick Co. San Francisco.

* * *

Thomas James, operating manager of the Pacific Mail, spent several days in June in New York, in conference with officials of the company. He went with Gale H. Carter, president of the company, who had been in northern California on a vacation.

* * *

G. B. Thornton, formerly dock superintendent for the American-Hawaiian Steamship Co., has taken a similar position with the Parr Terminal Co., Oakland, Cal., after a year's rest.

* * *

Through bills of lading are being issued by the Nawsco Line from San Francisco and other Pacific coast ports to Newfoundland, via Boston, the through bills to St. Johns and Halifax routed by arrangement with the Tri-National lines.

* * *

The United States coast and geodetic survey announces publication of a new chart of Tomales bay, Cal.

* * *

C. C. Thomas Post, the maritime post of the American Legion, has petitioned the war department to have four rocks, now considered a menace to navigation in San Francisco bay, blasted to a depth of 45 feet. These obstructions are Blossom rock, Twenty-nine Foot rock and the two Thirty-Foot rocks, some 1500 to 2000 yards east and west of Alcatraz island.

* * *

Transpacific steamers in need of medical advice for illness or accidents on board, may receive the information from Honolulu, under an arrangement just completed with the Radio Corp. of America, and the Mutual Telephone Co. at the Hawaiian port.

* * *

The gasoline trade from San Francisco to the United Kingdom is improving. Early in May the Standard Oil Co. sent two of its largest tankers, the W. S. RHEEM and the H. W. STOREY, with 5,000,000 gallons each to England. Two other tankers left with a similar amount of gasoline within the two weeks previous.

* * *

The Pacific Mail liner WOLVERINE STATE is in drydock at the yards of the Moore Shipbuilding Co., at Oakland, undergoing alterations and repairs to cost $44,900. The reconditioning includes installation of steerage accommodations for 219 passengers, and the changing of the engineers' quarters.

* * *

The California harbor commission has approved the plan of the San Francisco-Oakland Terminal Railways Co. to establish a union rail, highway and ferry terminal on Goat island, in San Francisco bay. This project, which has been laid before the federal government, and the financing of which has been arranged, will shorten the ferry trip between San Francisco and the cities on the mainland by eight minutes. It will cost approximately $10,000,000.

* * *

The Mare Island navy yard channel is to be cut to 37 feet deep, to accommodate battleships of 35 to 36 feet draft, according to official advices from Washington. The house naval committee has included in the appropriations for the year $2,400,000 to cover the completion of a 4-mile dike system, which will deepen the present channel of 32 feet to 37 feet. These dikes also will assist in so directing the current and increasing its flow as to scour the channel automatically.

* * *

George Cox, construction engineer for Mead, Morrison & Co., Chicago, sailed recently from San Francisco for New Zealand to superintend installation of a $2,000,000 coal bunkering terminal by the Union company at Wellington. This is the second large bunkering plant in the Antipodes, the other being at Sydney, where a plant costing $2,300,000 has been completed. The new coaling station will be virtually the same as one at Sydney, according to Mr. Cox, and will be able to bunker vessels at the rate of 200 tons an hour.

From the Northwest

EXTENSION of pier 1 of the port of Tacoma public terminals has been started. This improvement will cost $84,000 and will include an addition of 400 feet by 166 feet, increasing the terminal's storage space 50 per cent. This contract is under way as well as the construction of a large transit shed at pier 2. At present the storage capacity of pier 1 is taxed to the limit with 8,000,000 feet of lumber and the immediate construction of the addition was declared to be necessary to accommodate the heavy offerings of freight.

* * *

Dredging records of the United States are said to have been shattered in April by the 30-inch suction dredge of the port of Portland. Actual operating time during the month was 420½ pumping hours and an hourly average of 1820 cubic yards was shown. The best day's record was 46,250 cubic yards. During the month 764,545 yards of sand and gravel were handled through a 2500-foot pipe line with a lift averaging 25 feet.

* * *

Bringing 4000 bales of raw silk valued at $6,000,000, which is the largest shipment of this cargo brought to Puget sound in many months, the Admiral liner KEYSTONE STATE recently arrived at Seattle in 10 days and 5 hours from Yokohama, including a stop at Victoria, B. C. The consignment of silk was handled with exceptional dispatch and in five hours after the ship's arrival at Seattle the silk was en route to the East in a special train of 14 cars.

* * *

Following a year of idleness, the north Pacific whaling fleet has gone to the whaling grounds off Vancouver island and in Alaskan waters. Due to adverse business conditions no whaling was done in the north Pacific in 1921.

* * *

Showing the increase in passenger travel on American liners plying to the Orient, the KEYSTONE STATE brought 260 travelers from the Far East on a recent voyage. Of this number 155 were in the cabin and 105 came second class. This is the best passenger list numerically since American service was established in 1921.

* * *

Conditions in the salmon packing industry on the North Pacific are materially improved as compared with a year ago. About 80 plants will can fish in Alaska this season and the estimated pack in northern waters is 3,000,000 cases for 1922.

* * *

To facilitate the handling of wool, peanuts, hides, cotton and other similar products from the Orient, a fumigator will be erected on port of Seattle property in the near future. Certain cargo requires to be sterilized and the lack of proper facilities in Seattle has hampered importers.

* * *

An echo of the notorious gun running schooner ANNIE LARSEN, whose case attracted international attention in 1915, was heard recently when the federal court decided in favor of Grays Harbor county and allowed $2,116.35 in personal property taxes on 4334 cases of arms and ammunition, a part of the cargo seized. The case has been pending five years. The ANNIE LARSEN was seized in Hoquiam June 29, 1915. On board were 4000 Springfield rifles, 1,000,000 rounds of ammunition, 4000 bayonets and 4000 cartridge belts. The vessel had sailed from San Diego ostensibly for Mexico but was forced into Grays Harbor for supplies. The cargo was suspected of being intended for the Germans. It was sold in 1917 to satisfy claims.

* * *

Another Maine built wooden ship has met her fate in the dangerous waters of Bristol bay. The bark BERLIN went ashore at the mouth of the Ugagak river and is reported a total loss although part of the cargo of cannery supplies has been saved. The BERLIN is owned by the Alaska-Portland Packers' association and sailed from Astoria May 1. The vessel was built at Phippsburgh, Me., in 1882.

* * *

Pacific coast underwriters sustained another severe loss when the motorship OZMO crashed ashore off the southern Oregon coast and, although towed into Coos bay, is practically a total loss with part cargo. The vessel was enroute from San Francisco to Seattle to complete a full cargo of supplies for the Kuskokwim river when she met disaster in heavy fog. While being towed into Coos bay the waterlogged derelict piled up on a spit shattering all hopes of salvage.

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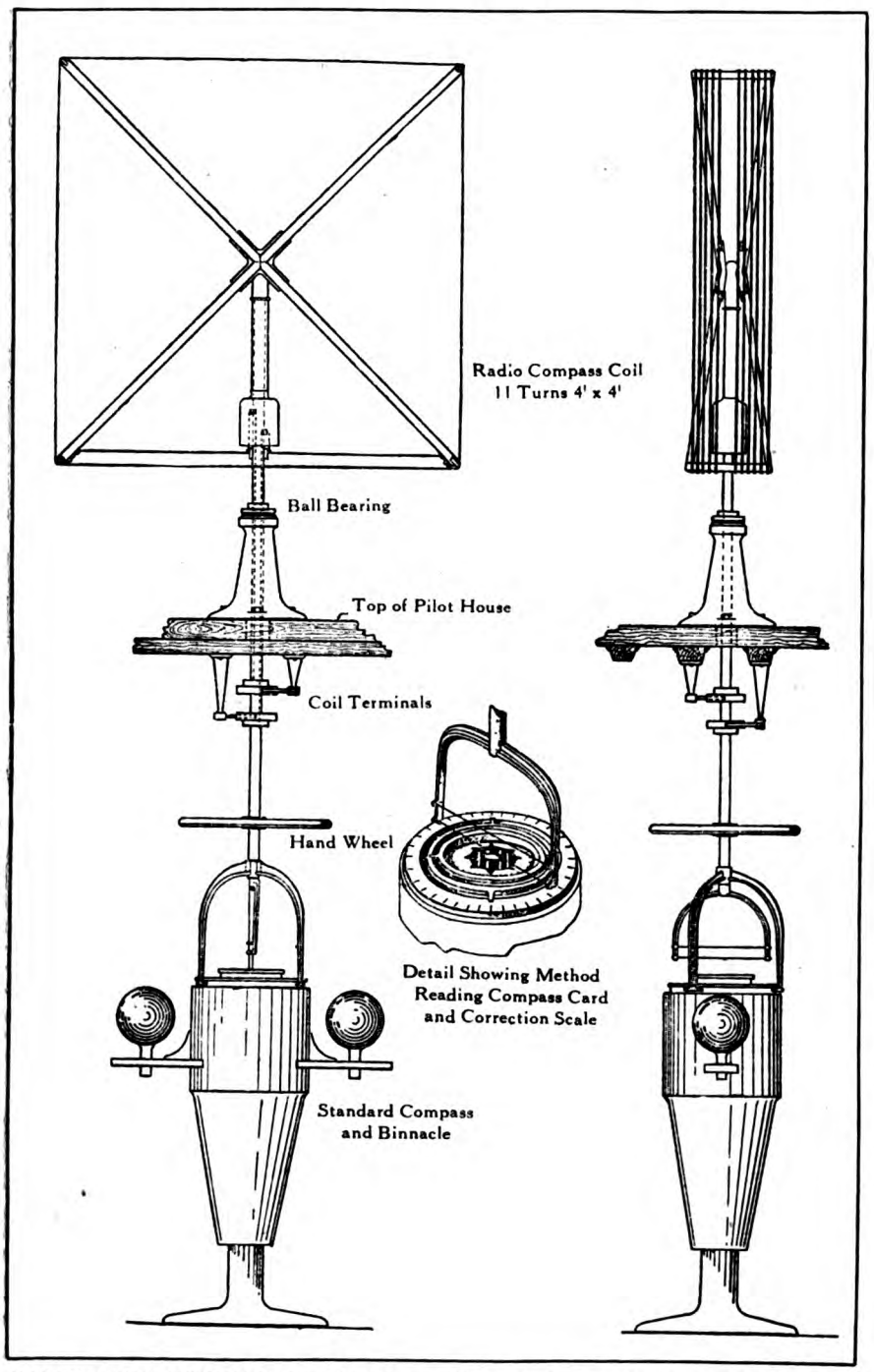
Practical Ideas for the Engineer

New Type of Radio Direction Finder Is Simple and Dependable—How To Take Care of Rope

SHIPOWNERS, radio operators, government departments, and others, are giving much attention to the importance of providing on shipboard radio direction-finding equipment by means of which the position of a ship can be quickly and accurately determined. The matter is receiving attention in various foreign countries as well as in the United States. The provision of radio direction-finding equipment on a ship may eliminate serious delays caused by a ship being unable to enter port during a fog because its position, or the bearing of lighthouses is not known. In case of wreck such equipment may be the means of saving many lives.

The radio direction finder is a device for determining in a simple manner the direction of a radio transmitting station with reference to the point at which the direction finder is located. The direction finder has a considerable number of very practical applications, of which one of the most important is its use as an aid to navigation.



RADIO DIRECTION FINDER ON LIGHTHOUSE TENDER TULIP DEVELOPED BY BUREAU OF STANDARDS AND BUREAU OF LIGHTHOUSES

Sound and visual signaling devices have been employed for many years as aids to navigation. Lighthouses and lightships with their characteristic light flashes and sound signals are established and maintained along the coasts and at harbor entrances in order that shipping may be carried on with maximum safety. During fog or thick weather, however, the sound and visual signaling devices often do not give reliable service.

The radio direction finder is not affected by fog, and has the further advantage that it will operate over much greater distances than sound and visual signaling devices.

Simple Type of Finder

The department of commerce has developed a system of radio direction finding which has proved to be very simple, practical, and dependable. This system has been developed by the bureau of standards in co-operation with the bureau of lighthouses. The first installations were made in the third lighthouse district with headquarters at Tompkinsville, N. Y.

A common type of direction finder which has been used for installation on shipboard, consists of a coil of 10 turns of insulated copper wire wound on a wooden frame 4 feet square which is mounted so that it may be rotated about a vertical axis. Suitable radio receiving apparatus is used in connection with the coil, and in recent installations has consisted of a variable air condenser for tuning purposes, a balancing condenser for increasing the accuracy of observed bearings, a 6-tube amplifier having three stages of radio-frequency amplification, a detector, and two stages of audio-frequency amplification, batteries, and suitable telephone receivers.

As the coil is revolved about its vertical axis, the intensity of the signal which is being received from the station whose location is to be determined, diminishes until a minimum is reached, which occurs when the plane of the coil comes to a position at right angles to the line of direction to the radio transmitting station. At this point of minimum signal, the radio bearing is

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read on a suitable scale, which may be either a fixed scale, or the card of a magnetic compass.

In developing this system of direction finding, the bureau of standards has made a study of the distortion effects which may result from the presence of adjacent objects, such as the mass of a ship, and methods of eliminating errors which such distortion may cause in observed radio bearings. A particularly careful study has been made of distortion effects on shipboard and of methods for correcting for these effects by calibration.

Practical methods have been developed for simplifying the operation of the direction finder. The direction finder is essentially a nautical instrument and should be installed on shipboard where it may be used directly by the navigator in taking bearings on radio signaling stations established on shore or on light vessels. This can be done with the simplified form. Bearings may thus be taken rapidly, at any time, and as often as desired.

This system developed by the department of commerce should be carefully distinguished from another system of determining positions by radio, which is now in use, in which the ship transmits signals to radio compass stations on shore, which report to the ship its position, by radio. This department of commerce system avoids the delays and errors likely to occur in depending on radio compass stations on shore, since with the latter, even under the most favorable conditions, valuable time may be consumed in making a request for bearings, taking bearings, and getting the information back to the navigator on the ship.

Readings Are Direct

The radio direction finder as used by the department of commerce involves a number of unique features as illustrated. It is designed to be installed over the ship's binnacle carrying the magnetic compass card, so that the radio bearings are read directly on the magnetic compass card. An additional scale is attached to the top of the binnacle and marked with the corrections obtained by calibrating the radio direction finder. By these means the radio bearings are obtained in a simple and direct manner. The electrical features have been made such that the only operations necessary when taking a radio bearing, are one adjustment in the radio receiving set, and the rotating of the direction finder coil.

A radio transmitting station intended primarily for direction-finding work is often called a "radio beacon." Radio beacons may be installed at small expense on lighthouses and lightvessels. The transmitting equipment may be designed to operate automatically by simply throwing a switch, so that no additional personnel is necessary. The radio transmitting equipment is set into operation by the lightkeeper, just as the other signaling devices at the light station. The expense of operation of the radio beacon is, therefore, small.

The department of commerce has established three radio beacons at the approaches to New York harbor, on Ambrose lightvessel, Fire Island lightvessel, and at Sea Girt lighthouse, Sea Girt, N. J. These three beacons are now in regular commission and transmit waves of a frequency of 300 kilocycles per second (wave length = 1000 meters). A radio beacon is being installed on San Francisco lightvessel No. 70. These beacons have automatic transmitting equipment so that no operator is needed.

The bureau of standards has recently issued a publication describing this system of radio direction finding. This publication shows numerous photographs of a radio direction finder of the type mentioned above, as installed on the pilot house of a lighthouse tender. Actual courses are shown which were run by means of radio bearings taken by the ship's navigator, on the three beacons at the approaches to New York harbor. In these tests, positions were determined by cross bearings on the three radio beacons, and courses were set for one of the lightvessel beacons by taking a radio bearing directly on the beacons. The paper deals briefly with the principles of the operation of the direction finder, but is primarily concerned with practical development which has made possible a device sufficiently simple and accurate for use as an aid to navigation, and with practical applications which have been made. Every person connected with radio, or with navigation, will find this paper of considerable interest.

This publication is Bureau of Standards Scientific Paper No. 428, "The Radio Direction Finder and Its Application to Navigation," by F. A. Kolster and F. W. Dunmore. A copy may be purchased for 15 cents from the superintendent of documents, government printing office, Washington.

A small pamphlet on the subject of "Radio Fog Signals" has also been published by the bureau of lighthouses, and will be supplied on application to the bureau of lighthouses, Washington.

Care of Rope Is Important

Manufacture and Kinds Are Explained So Uses May Be More Fully Understood—Proper Storing Essential

BY CAPT. E. ARMITAGE MCCANN

TWISTING of fibers to make rope has been practiced throughout the ages. The Egyptians used them to build the pyramids and savages of all countries had primitive ropes. But it is the sailor who is pre-eminently the rope user. The early Greek seaman used hypozomata or girdles to bind their ships, even before they used sails. These were to prevent the vessel hogbacking or opening up. In the use of these the Greeks showed a knowledge of the cantilever principle.

Hundreds of plant fibers are suitable for making rope, but some are naturally more suitable than others. The sailing ships chiefly used Russian tarred hemp. This is now unobtainable but there is an American substitute. It is economical but although the fiber is soft the rope is stiff and hard on the hands in cold or wet weather. Manila used to be looked upon as a luxury, but now is the kind in greatest vogue.

Abaca, the so-called manila hemp, is the only kind used on the steamship, and the fiber is grown exclusively in the Philippines which export some 100,000 tons of it annually.

True hemp is a bast fiber extracted from the inner bark of the stem of the cannabis sativa, while manila hemp is obtained from the leaf stalk of the musa textilis or abaca, a kind of plantain similar to the banana, but growing some 15 to 30 feet high and with unedible fruit.

The outside fiber is reddish in color, the next yellow and the inner white. This is worth noting because the outside fiber is not so fine, supple or strong as the inner, so that the lighter the color of the rope the better the quality. The inner fiber is retained by the natives, beaten with mallets and woven into delicate fabrics and laces. The next fiber is used for yacht rope.

The process of manufacture is only a matter of combing the fiber and twisting it, but although that is apparently simple, it requires careful manipulation, because in perfect rope every fiber, yarn and strand will be of equal tension. This is largely a matter of the right twist. A quantity of the fibers are laid perfectly straight

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and then twisted together to form the yarn. These yarns are then equally stretched and twisted together in the the opposite direction. Three or four of these strands are then twisted upon each other in the reverse way again to form the rope, which if perfect can have a weight suspended from it without showing an inclination to turn in either direction.

Tension Should Be Equal

The strands should have equal tension and should one be tighter than the other, it will get more strain. When the weight comes on the tight strand will give way and the others follow rapidly. The first sign of this inequality is a corkscrew like appearance. When this occurs the rope should be as once discarded and ought to be returned to the maker.

Why should the fibers be twisted, when their strength is great longitudinally and slight across? Would not a bundle of them straight be stronger? The fibers are twisted together so that by their mutual friction, the strength of the thread is made equal to the strain necessary to break it at the smallest section. Too much stwisting injures the fibers and causes the thread to kink and bunch and too little, allows the fibers to slip. In this nice adjustment lies the art of ropemaking.

The opinion used to be held that the best rope was made by hand on the old time rope walk, and so it was. But the machinery now used is so well designed and cleverly supervised that it has almost entirely superseded the hand making of rope, which is a long and tedious process.

In reason, a large number of small yarns make a better rope than fewer larger ones and a long lay is to be preferred for ship work, to the short. Bolt rope has these characteristics.

The fiber must be properly treated with lubricant that will preserve and lubricate it, but it must not be overloaded with cheap fats or oils, which is sometimes done to increase its weight. This is adulteration and harmful. Rope should be bought by the foot although it has to be paid for by weight.

It must be guaranteed pure new manila hemp, so that there is no sisal, the fiber from the henique plant of Yucatan, about 75 per cent as strong as manila, and so that none of the yarns from old rope are included. These look all right but have lost their resilience and strength.

A rope however may be pure manila and yet not good if there is much of the outer fiber. This may be detected by the color. The feel and smell will betray bad lubrication. It would be good to obtain samples that can be unravelled.

Three or more ropes laid together form a cable-laid rope. They have more spring and wearing surface and form good mooring ropes.

Care Up to Mate

It is up to the mate to remember that rope is an important item in ship running and to look after it. First it must be stowed away dry in a dry place. This is vital, even if the lines on deck in use have to be lashed there to await dry weather. It is better to leave them in the sea and rain than to stow them half dry. Coils must be dunnaged from an iron deck and covered if there is any sweat, and the locker ventilated as occasion offers. No form of insurance covers rope deteriorated before it gets a chance to do any work.

Even when in use, the drier it is kept the easier it is to handle and the longer it will last. Mooring ropes on deck should be stowed on gratings and may with advantage, have tarpaulin covers. Cargo slings should never be allowed to lie about on the wet deck. It is easy to have them dropped into the hold and hung on hooks in a locker. Rope cargo runners should as far as possible be kept dry as it doubles their life. If there is a ventilator cowl handy drop the working end down it, when it is not in use, or coil it on the mast pins and put something over it. Acids of any kind are "sudden death" to rope.

Pulling a rope along or letting it lie on a dirty deck is bad for it; the grit gets into the lay and soon wears it down.

Sharp edges to the hatch combings should be covered when cargo-working, and rough fairleads for mooring purposes should be smoothed and the ropes parcelled where they touch the leads or each other.

If rope cargo runners are to be used, as is the custom down the Mediterranean, west coast of Africa and in many other places, examine the winch ends carefully for any roughness. By taking some old chain, winding a few turns round the winch ends and letting the winch run, feeding some sand under the chain, a smooth, high polish may be obtained. This is desirable for whipping cargo.

The life of rope is shortened by running it over blocks which are too small.

There often is a controversy aboard, when a coil of large rope is to be brought into use, so that it will not be all kinks. The best method is to lay the coil flat on deck, with the inner end underneath. Bring this up through the center and make a big left-handed coil. Pass the top end underneath and coil down right-handed.

Should Remove Kinks

Should a mooring rope acquire kinks, they must on no account be left in, as to put a strain on a kink will finish the rope. If the kinks are many, coil down as just explained. This takes one turn out of the rope for every flake of the coil. If only a few, they may be removed by running the rope over the winch in the reverse direction to that usually employed. If too many turns have been taken out of the rope in use, reverse these processes. Kinks or slackness may be avoided by sometimes running the winch one way and sometimes the other, when heaving.

Ends of mooring ropes and towing hawsers get most of the work, so that one otherwise worn out may gain renewed life by cutting off the ends, splicing them together (preferably with a cut splice) and cutting it in the middle, so that the good center of the rope becomes the ends. This plan may sometimes be used with cargo whips, using a long splice, and putting a palm-and-needle whipping on the strand ends. But so renovated they will need close examination from time to time.

In most Mediterranean and many other ports, coir springs are imperative and if not carried will have to be hired, causing delay and expense. When a ship is moored in any port in which a swell is liable to run, coir hawsers are invaluable. This fiber is obtained from several kinds of palm trees, the fibrous part of the leaf being steeped in water for several days, until the soft parts can be removed. It does not have the tensile strength of the abaca, but a rope made from it is light and elastic, and every vessel should carry two short lengths, best with a thimble and wire strop at one end and just whipped at the other for passing through ports.

If there is any swell running, it is quite impossible to keep a vessel from ranging a little, but if these springs are used they allow some give. The manila moorings should take the strain after the coir has stretched a bit and the wire in turn when the manila also has stretched.

Stockholders of the Wisconsin Shipbuilding & Navigation Corp. have decided to reopen their plant at Kewaunee, Wis. This property occupies 32 acres on an open harbor on Lake Michigan. When re-established, the plant will handle marine repair work.

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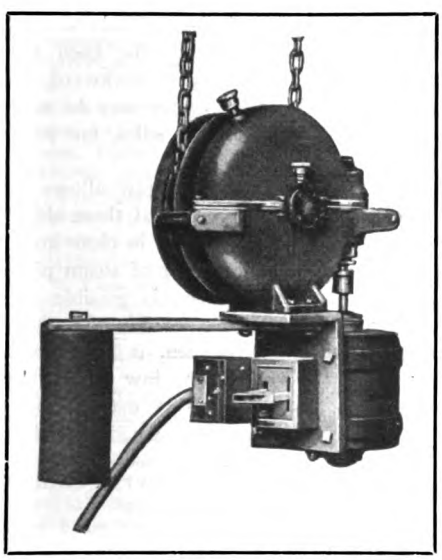
Equipment Used Afloat, Ashore

Motor for Hoists—Boring Bar—Bends Angle Iron—Punch and Shear

FOR operating rapidly hand power hoists of 5-ton and larger capacity, the New Jersey Foundry & Machine Co., 90 West street, New York, has perfected an electric machine that may be suspended in the bight of the operating chain. It is claimed to have a capacity to overhaul 138 feet of hand chain per minute and a chain pull of 130 pounds. This gives a load lifting speed of approximately four times that obtained by hand. As is shown in the accompanying illustration the machine consists of an electric motor driving suitable gears, all of which run in oil. It



DEVICE WHICH OPERATES IN BIGHT OF HAND HOIST CHAIN

weighs about 160 pounds and is so constructed as to balance itself when suspended in the chain. The device may be equipped to operate on alternating or direct current, the power being supplied through a flexible conductor attached to convenient sockets or suspended from the hoist if more desirable to bring the feeders to that point.

Introduces New Paint to Prevent Rust

Prevention of corrosion of steel and dryrot of wood has long been a problem as applicable in the shipping industry as in others. In an effort to minimize the destruction from these two agents, the Non-Corrosive Paint Co., Inc., 11 Broadway, New York, has introduced on the market a paint whose ingredients include an organic wax residue solvent in hydrocarbons which produces an elastic and adhesive varnish. This is claimed to be waterproof and has been treated with acetates, oxides, benzol and pigment to produce a quick drying product.

The company manufacturing this paint has had various products for the prevention of rust under research by its consulting engineers for the past four years. During this experimental stage various compositions and raw materials were broken down, and reorganized under the direction of the laboratories. The experiments conducted during this period has proved points of advantage and disadvantage that might occur in the manufacture of a noncorrosive paint and the new paint resulted.

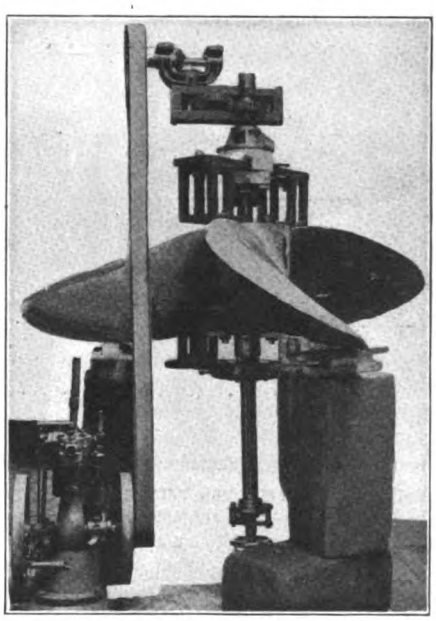
The paint is manufactured for the express purpose of preventing rust, surface tension, or electrolysis and the corrosive action of free acids. When the paint is applied to iron or steel that has been properly cleansed by the removal of mill scale or bloom, its adhesion is claimed to be perfect eliminating mechanically confined moisture. On eliminating moisture between the coating of paint and the surface of steel, action that will accelerate corrosion or rust is eliminated. The basic reason for the prevention of rust by this paint is chiefly that oxidation does not take place during the process of drying, it is claimed.

Various experiments which have been conducted by a comparative test with oil paints of a highly commercial value and this paint have been made. One specific case that was for a test exposure has proven this paint an attractive and durable preventative for rust. The experimental plate that was used to conduct this test was exposed to the elements for a period of 41 months. At the expiration of this period the paint had remained intact.

Designs Portable Boring Bar for Marine Shops

The portable boring bar for refining taper holes, shown in the accompanying illustration, can be taken readily to any job where it is necessary or desirable to finish a taper hole. This tool was developed by the Pedrick Tool & Machine Co., 3638 North Lawrence street, Philadelphia. In marine shops, it is useful for boring or reboring propellers as often the transfer of a propeller to a machine shop at some distance is a difficult operation. The manufacturer claims that it is the only portable appliance for boring taper holes and which is adjustable for any degree of taper.

The propeller in process of boring serves as a support for the machine as it locates the crossheads that hold the boring bar. The crossheads have four radially disposed set screws for final and accurate alignment of the bar after it has first been roughly centered. The taper movement of the bar is derived from a cross-slide and yoke into which the bar is secured by a gudgeon pin. The degree of taper is controlled by the distance the slide is moved from its central axis. The lower end of the bars, to which the feed case is attached, describes an orbit and requires a spherically shaped bearing in the crosshead. By



PORTABLE BORING BAR USED TO BORE OR REBORE PROPELLERS

preventing the handwheel of the feed case from turning, either by means of a weight or some other simple method, the feed becomes constant and automatic. The driving gear is stationary and may be driven by belt, electric motor or air drill in vertical or horizontal positions.

Purifies Feed Water for Marine Boilers

Elimination of scale forming substances from feed water before it enters the boiler and delivering the water hot, clean and soft is the purpose of a feed water purifier brought out by the Brock Engineering Co., Inc., Arcade building, St. Louis. The purifier is an attachment which can be applied to any boiler either on the side of the boiler or beneath it if the floor space is limited. The purifier takes its water from the pump or in-

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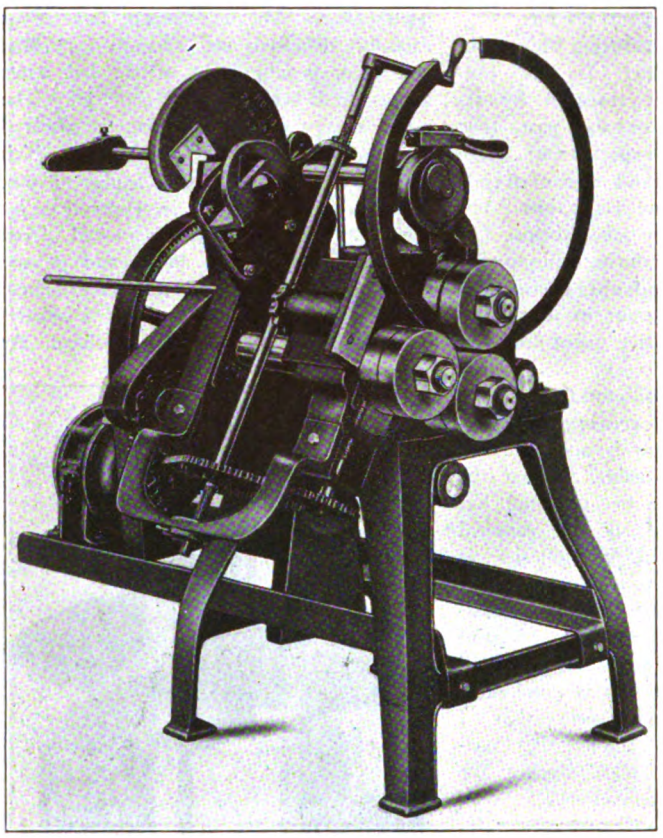
jector and carries the water slowly so the impurities have ample time to be precipitated and settle before the water reaches the boiler. By opening a blow off valve in the purifier, the sludge, which does not become hard because it is not in contact with heat, is discharged when in operation, the feed water from pump or injector enters at the top of the mixing chamber above the purifier through the nozzle outlet, causing a syphoning effect which induces a flow of hot water from the boiler. The feed water and hot water from the boiler mix at this point and is discharged upon the baffle plate, causing the water to spread and enter the purifier quietly. At the baffle it must go down before rising to the outlet of the discharge pipe. Precipitation is completed at this point and any foreign matter remaining in the water will be unable to make this rise and must settle to the bottom of the purifier.

The valve in the pipe line from boiler can be regulated so that the proper heat between 250 degrees Fahr. and 300 degrees Fahr. is always maintained within the purifier.

The Jahncke Drydock & Ship Repair Corp. has bought the government's interest in the Jahncke plant, established during the war.

Machine Makes Circular Bends in Angle Iron

A machine which will cut to length and bend angle iron to a circular form has been placed on the market recently by the Excelsior Tool & Machine Co., East St. Louis, Ill. It is claimed that this machine, which is illustrated at the left, does not twist or deface the angles, which range up to 2 x 2 x ¼-inch material. Bar iron ½ x 4 inches and 2-inch T-iron or less can be formed with the same rolls, which are adjustable to the various requirements. Special rolls for pipe, channel iron or other shapes within the capacity of the machine can be supplied. All three of the bending rolls are driven, thereby small circles can be rolled by one pass through the machine. Driving power is supplied from a line shaft or individual motor and by means of a friction clutch the machine may be started and stopped under pressure. The frames are constructed of semisteel while the rolls are made of forged tool steel, hardened and driven by heavy chain gears having a 14 to 1 ratio. The speed of the driving pulley is 200 revolutions per minute while the speed of the rolls is 15 revolutions per minute or 25 lineal feet per minute, the power required being 3 horsepower.



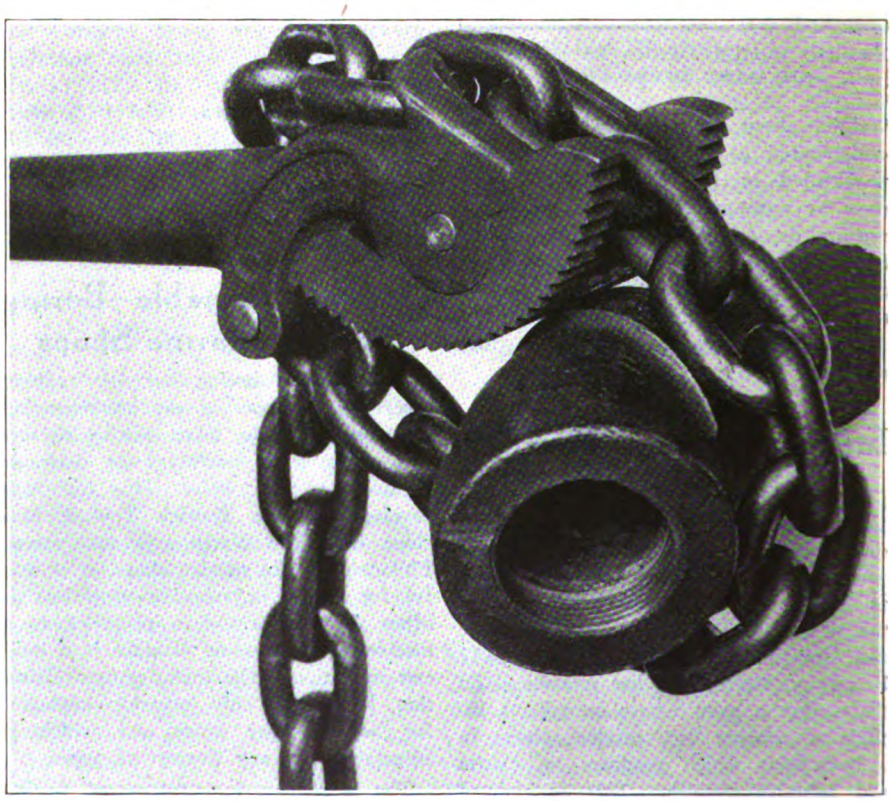
THIS MACHINE CUTS TO LENGTH AND BENDS ANGLES AND CHANNELS TO CIRCLES

Wrench for Marine Pipe Fitting

A wrench which is particularly adapted to pipe fitting in tight quarters is shown in the accompanying illustration. This device has a wide range of applications, particularly in marine pipe fitting work.

The curved jaw of this wrench is solid across the center but has open ends and the face resembles the letter H. It is claimed that this design affords several advantages, especially that the open end will straddle the corner of awkward fittings while the solid center may be used as a thin flange and the solid, one-piece jaw will not spread.

The curved face of the jaw allows an effective grip with the use of three shifts of the chain links and work in close quarters, such as the connecting of steam pipes in out of the way places, is possible. No chance for confusion is possible when hurried in using this wrench, it is claimed. the position of the jaw may be reversed. This wrench is manufactured by J. H. Williams & Co., Brooklyn.



HOW WRENCH IS USED WITH CABLE CHAIN

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Late Marine Patents

A copy of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union building, Washington, and mentioning MARINE REVIEW.

1412202—Salvaging apparatus, James M. Adams, Chicago.

1412102—Stockless anchor, Edward J. Clark, Stourbridge, England.

1412299—Boat propeller, Anthony Bink, Stockton, Cal.

1412357—Apparatus for maintaining pressure in fuel-oil tanks of submarines, Fritz Kramer, Blankensee Dockemhuden, near Hamburg, Germany.

1412517—Boat, William H. Goldson, Oakland, Cal.

1412848—Power boat, L. A. Dunajeff, New York.

1412852—Floating drydock, G. C. Engstrand, Brooklyn, N. Y.

1412296—Propeller, Emanuel Speekmeester, Amsterdam, Netherlands.

1413383—Gliding boat, M. M. E. Besson, Boulogne-on-the-Seine, France.

1413392—Propeller, L. D. Dennie, Philadelphia.

1413586—Marine engine governor, Thomas Jackson, Lewisham, England, assignor to Allan Ramsay, Folkstone, England.

1414295—Submarine sound receiver, Max Mason, New London, Conn.

1414429—Fishing boat, Albert Madorin, Quarten, Switzerland.

1414520—Watertight ventilator for ships, Joseph K. Chun Fat, aboard the U. S. S. BEAVER.

1414615—Apparatus for preventing escape of oil from submarine tanks, Gustav Bauer, Hamburg, and Fritz Kramer, Blankensee-Dockenhuden, near Hamburg, Germany.

1414620—Reinforced concrete construction for pipes, bulkheads, sea walls and dry docks, Alexander Brownlee, San Diego, Cal.

1414992—Anchor, Eric J. Meier, Dorchester, Mass.

1415532—Apparatus for raising sunken vessels, John A. De Vito, Medford, Mass.

1415539—Method and apparatus for submarine signaling, R. A. Fessenden, Brookline, Mass., assignor Submarine Signal Co., Portland, Me.

1415661—Deep-sea salvage apparatus, Fred E. Lemon, Douglas, Ariz.

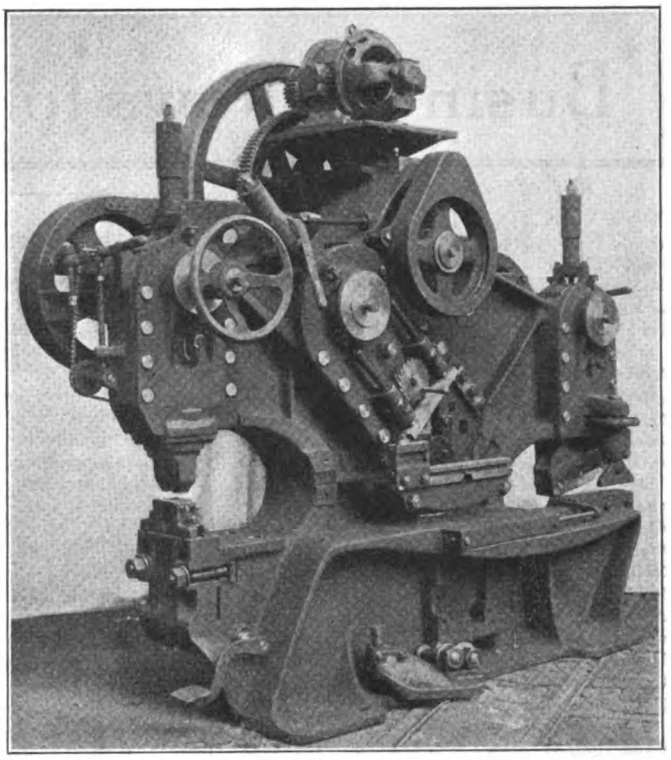
1415705—Apparatus for maneuvering ships and aircraft, E. S. G. Rees, Wolverhampton, Eng.

Promote Chief Officers

Directors of the Air Reduction Co., Inc., New York, have elected A. R. Ludlow, formerly vice president in charge of sales, first vice president; M. W. Randall, formerly secretary, vice president and secretary; Herman Van Fleet, formerly chief engineer, vice president and operating manager, and Dr. F. J. Metzger vice president in charge of research and development.

Builds New Punching and Shearing Machine

To provide for the handling of a wider range of material including the lastest standard shapes and sections, the Steel Works Ocking, Dusseldorf, Germany, has redesigned its combination punching and shearing machine and is introducing through its American representative, Amplex, Inc., New York a new triple combination machine. This machine, which is shown in the accompanying illustration is claimed to occupy little floor space and work can be done without the loss of time from changing tools. As shown in the illustration, the operator's side of the machine is free from flywheel and driving gears, all of these being placed on the opposite side. A slanting centering slide is provided so that mitering cuts can be made without lifting the angle bar to be cut. The plate shear has extremely long knives varying from 13 to 16 inches depending upon the size of the machine. The punch is arranged for punching both webs and flanges of structural shapes and the height of the throat is designed to meet the increasing demands for handling board flanged shapes. A lowering device on the punch enables the operator to locate the center mark. Both hand and foot levers are provided to throw the machine into gear. The bar and angle cutter cuts any structural shape, but the standard equipment accommodates the cutting of rounds, squares, angles and tees only. After a change of knives, beams and channels may be cut.



A TRIPLE COMBINATION MACHINE, WHICH DOES SHEARING, SPLITTING AND PUNCHING

To make the machine durable the frame has been made of cast steel and the sides have been made of steel also. These machines are made in several sizes ranging from those which will split ½-inch plates, cut 3½-inch angles and punch ⅞-inch holes in ½-inch material up to those which will split 1¼-inch plates, cut 8 x 8 x ¾-inch angles and punch 1¾-inch holes in 1-inch material.

William H. Todd, New York, head of the Todd shipbuilding and ship repair interests, has completed the organization in England of Todd Oil Burners Ltd. This company is manufacturing the Todd type of fuel oil burners which are widely used.

Builders and Architects Support Subsidy

Ship operators, shipbuilders, architects and engineers attended the annual spring meeting of the Society of Naval Architects and Marine Engineers held in New York May 19. After dinner talks were given by Representative Edmonds of the house committee on merchant marine and fisheries and by Capt. Robert Dollar, the famous Pacific operator. At the business meeting held directly afterward, a paper by Capt. Eugene E. O'Donnell discussing the problems facing American shipowners and operators, was read and discussed. This paper is published beginning on page 278 of this issue of MARINE REVIEW. Resolutions adapted follow:

Resolved, that the Society of Naval Architects and Marine Engineers, at a special meeting held in New York on May 19, 1922, having discussed the bill now pending before the congress of the United States, known as "A bill to amend and supplement the merchant marine act, 1920, and for other purposes" desires to go on record as heartily favoring the early enactment of this measure into law.

This society considers it of vital importance that our country place itself in a position to carry its surplus products to competitive foreign markets in ships owned in America and of American registry, as a matter of prudence and economy in time of peace, and as a measure of national defense in time of war.

Be it further resolved that a copy of these resolutions be forwarded to the President of the United States and to the senate and house committees having jurisdiction of the pending measure

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Business News for the Marine Trade

Capitalized at $20,000, the Nelson Automatic Boiler Water Feed Co., 1117 East Fifty-fifth street, Chicago, recently was incorporated under the laws of Illinois by Otto Nelson, Arthur A. Maine and Arthur B. Pipenburg. The company is represented by Bentall & Maine, 1909 Chamber of Commerce building, Chicago.

The Stanton Forging Co., Camden, N. J., recently was incorporated under the laws of New Jersey with a capital stock of $50,000. Incorporators of the company include Henry D. Rutter, Lansdowne, Pa., Hugh A. McDonnell and James P. Stanton.

The following contracts for the erection of a machine shop and drydock for the St. John Drydock & Shipbuilding Co., East St. John, N. B., have been awarded: Machine shop, J. A. Grant & Co., Bank of British North America building, St. John; sluice gate valve equipment, Canadian Allis-Chalmers Co., Toronto, Ont.; floating caisson, Dominion Bridge Co., Dominion Station, Lachine, Que.; pumping equipment, Goldie McCulloch Co., Ltd., 64 West Main street, Galt, Ont.

Incorporation papers have been filed by the Buffalo Boiler Screen Co., Buffalo. The company is capitalized at $100,000 and was chartered by P. H. F. Spies, F. X. Irr and J. E. Cunningham. The firm is represented by W. J. Bullion, attorney.

The London Turbine Co., Watervliet, N. Y., is having plans drawn for the erection of a plant building, to be 2-stories, 40 x 80 feet, and to cost about $150,000.

Within the past few weeks more than a dozen repair contracts have been awarded the W. & A. Fletcher Co., Hoboken, N. J. The work includes both hull and engine repairs.

The General Ship Repair Co., New York, was low bidder for the construction of retaining banks on the west side of the Schuylkill river. This company bid $3518. Other bidders were the Seltzer-Freene Co. and the Simpson-Brown Co.

The 15,000-ton drydock owned by the Port of Portland, Oreg., was used for the first time recently when the steamer EDGAR LUCKENBACH was docked for some minor repairs.

The Self-Bailing Lifeboat Co., Seattle, will soon start the manufacture of lifeboats and rowboats of the self-bailing type. W. C. Edwards is vice president of the company.

It is understood that the plant of the Tuppel Ship-Repair Ways & Marine Works, Victoria, B. C., which has been idle for some time, is to be reconditioned for service.

Plans recently contemplated by the Burrard Drydock Co. to build a floating drydock at Vancouver, B. C., under government subsidy, are understood to have been postponed. The Wallace Shipbuilding & Drydock Co. of North Vancouver controls the Burrard company.

To own and operate boats of all kinds, the Rutland-Lake Michigan Transit Co. recently was incorporated at Wilmington, Del., with a capital stock of $1,000,000.

Capitalized at $250,000 the Navigation Steamship Co., Inc., New York, recently was incorporated to engage in navigation, etc., by L. W. Larssen, 116 Broad street, New York, and others.

The Alabama Dry Dock & Shipbuilding Co. recently was awarded a repair contract on the steamer CLAVARACK. The repairs are of a miscellaneous nature and will employ all departments of the plant.

Early in the year the L. R. Weeks Engineering Co., Welland, Ont., took over the plant of the Welland Machine & Foundries, Ltd., and is now operating it under the name of the Lackawanna Tubes, Ltd. The company has awarded a contract for the erection of an addition to its plant, 80 x 400 feet.

It is understood that tentative proposals have been submitted to the U. S. Shipping board on behalf of the Port of Seattle commission, for the purchase of the Skinner & Eddy plant No. 2, formerly operated by the Seattle Construction & Drydock Co.

The Port of Portland, Oreg., has awarded a contract for the completion of the north unit of terminal No. 1. This wharf will be 187 x 500 feet.

The Marine Equipment Co., Aberdeen, Wash., recently was incorporated with a capital stock of $1,000,000. It has acquired a site where it plans to erect a modern factory building to be devoted to the manufacture of furniture and fixtures for vessels, etc.

Capitalized at $30,000 the American Marine Device Corp., New York, recently was incorporated by F. Wetjeb, N. J. McNeil and F. Cooper. The company is represented by R. M. Kelly, 256 Broadway, New York, attorney.

The Simplex Fuel Oil Engineering Co., New York, recently was incorporated to engage in the manufacture of devices, with a capital stock of $10,000 by H. E. Scholes, E. B. Wineta and N. Casden. The company is represented by Ferris & Ansbacher, attorneys, 2 Rector street, New York.

The David Fitzgibbons Boiler Co., Oswego, N. Y., recently was incorporated with a capital stock of $100,000 by D. P. and M. and J. A. Fitzgibbons. The company is represented by F. D. Culkin, attorney.

The Perth Amboy Oil & Terminal Co., Perth Amboy, N. J., has plans under way for an oil terminal and distributing plant to be built at an estimated cost of $125,000. The equipment will include steel tanks, pumping machinery, conveying equipment, etc. The company was organized recently with Luke Mooney, Sewaren, N. J., as president, and A. L. Baker, 25 Broad street, New York, as treasurer.

The Luckenbach Steamship Co., 44 Whitehall street, New York, is building a terminal at Hoboken, N. J., but it is understood will not be ready to purchase equipment for it for at least three months.

The John A. Roebling's Sons Co., Trenton, N. J., manufacturer of wire rope, cables, etc., has arranged an improvement and extension program to cost about $700,000 and to require about 12 months for completion. The improvements will include a rod mill, now under construction, extensions to the power house and other structures.

Business Changes

Offices for the Royal Mail Steam Packet Co. have been opened in the Flatiron building, Market and Sutter streets, San Francisco, by Col. E. J. M. Nash, Pacific coast manager for the company. The San Francisco office will be under the direction of the office in Seattle. Local business of the Royal Mail Steam Packet has been handled previously by Thomas Cook & Sons.

* * *

The North Atlantic & Western Steamship Co., which recently established a Far East service from Boston, announces that Louis A. Stopp has been appointed foreign freight agent for the new service. Mr. Stopp for many years was identified at Boston with the Warren line and later with the Furness, Withy Co.

* * *

The name of the Wayne Oil Tank & Pump Co. has been changed to the Wayne Tank & Pump Co., Fort Wayne, Ind. This company recently purchased patent rights and will manufacture water softening systems.

New Trade Publications

MARINE BOILERS—The Heine Safety Boiler Co., St. Louis, has published a 68-page illustrated booklet in which marine boilers are described and illustrated. In the booklet detailed information is given such as power speed calculations, etc., which should be of considerable interest and value to users of marine boilers. The booklet is entitled "Marine Boiler Logic," which title aptly describes the information given in the booklet. In general design and construction, this boiler consists essentially of three pressure elements joined together by a multiplicity of tubes. These elements are two flat rectangular box headers and a cylindrical steam drum. The main bank of tubes extends between and connects the two box headers, which are set with the flat surfaces a certain distance apart. The connecting tubes are all of the same length, straight and parallel with each other, and when this part of the boiler is set in operating position, are inclined at an angle of 16 degrees to the horizontal, the rear header being elevated. This boiler is of the cross drum type and is now recognized as the company's standard marine water tube boiler. The descriptions are supplemented by numerous illustrations.

PORTABLE CRANE—The Ellwood Foundry & Machine Co., Ellwood City, Pa., is circulating a 4-page illustrated folder in which a portable floor crane is described and illustrated. This crane is made in three types. Some of the uses to which these cranes are adapted are for boiler and tank shops, car repair shops, foundries, etc. Complete specifications are given.

COOLER—The Griscom-Russell Co., New York, has published a 16-page illustrated booklet in which a multiwhirl cooler is described and illustrated. This cooler is designed to accomplish the heat exchange between any two liquids, one or both of which may be water; the condensing and subcooling of any vapor or any similar service. Some of the applications are given in the booklet.

ELECTRIC HOIST—The Shepard Electric Crane & Hoist Co., Montour Falls, N. Y., is circulating a 4-page illustrated bulletin in which an electric hoist is described and illustrated. It is claimed this hoist has a wide range of application. Details of construction are given in the folder.

SPUR GEAR CUTTER—The Newark Gear Cutting Machine Co., Newark, N. J., has published a 40-page illustrated booklet in which spur gear cutting machines are described and illustrated. According to the booklet the machines are entirely automatic in operation, no attention being required after the machine is set up and started to cut, until the gear is finished. Details of construction are given, including specifications, etc.

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